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The Hongkong Telegraph

WEDNESDAY MAY 28, 1924

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THE RUSSIAN ATTITUDE.

WILL NOT FALL IN LINE WITH BRITAIN

IS TROTSKY WAVERING?

(Reuter's Service.)

London, May 27. A divergence of views as regards the satisfaction of claims against Russia is revealed in a communique relating to the proceedings at the Anglo-Soviet conference.

The British delegation declared the inacceptability of a statement made by the Soviet delegates at a meeting on May 20th to the effect that Russia could not undertake to pay her pre-war debts in full with back interest. The Britishers at the same time disclaimed any desire to be unreasonable. They did not propose that the debts be paid fully and immediately.

The Soviet, emphasising the crippled state of Russia's finances, pointed out her great efforts in the late war and subsequent trials, including famine. Respecting money claims by private persons, they suggested that both Governments determine a lump sum for settlement of same, and that simultaneously article ten of the trade agreement of 1921 be repealed and the property rights of the Soviet in Britain enter into force.

The Soviet delegation further proposed a postponement of the question of claims arising from nationalisation of private property, in view of the belief that the negotiations proceeding with the former owners as regards granting them concessions will materialise satisfactorily.

The British delegation said that although progress had been made towards a settlement of various questions, it could not be ignored that there were still rather wide differences of opinion on the subject of pre-war debts and property claims. They would present counter-proposals to the Soviet for incorporation as articles in the proposed treaty. It was insisted that the British Government is not adopting an uncompromising attitude, and is anxious to concede reasonable modifications. The Government still entertained the goodwill towards the Soviet union which it had expressed on its assumption of power by an act of recognition. The Soviet must remember that the British Government is not in a position to carry through any extravagant measures, and believed the Soviet would consult its own interests in endeavouring to meet the British views.

The Soviet delegates deprecated the pessimism with which it had been attempted to surround the conference in some quarters, and insisted on Russia's inability to accept burdens incompatible with her resources.

Attack on Trotsky.

Moscow, May 27. Trotsky in a subdued speech at the Communist Party Conference affirmed his solidarity with the rest of the party, saying he regarded himself as a private soldier, and discipline was necessary in the stand against their enemies. His former attitude was dictated by the bureaucracy's threat to enter the Communist party and separate it from the workers.

Uglanoff fiercely attacked Trotsky, and said he did not regard him as a private but a commander. He declared they looked to him for leadership, and would not have confidence in him if he only brought confusion to their ranks.

The conference unanimously passed a resolution approving of the policy of the central committee.

The Central Executive of the Soviet has telegraphed to Lenin, ordering the suspension of the death sentences passed on seventeen judges on May 25th.

M. Zinovieff, in a speech at the Communist Congress, declared that the payment of debts was an impossibility. Referring to the recent agitation within the party, he said iron solidarity was a thousand times more urgently needed, while freedom in grouping was inadmissible.

LOCAL ARCHITECTS PROSECUTED.

NOMINAL FINE FOR DIVERGENCE FROM PLANS.

A point of great interest to builders and architects came before Mr. R. E. Lindell, at the Magistracy this morning, when Messrs. Palmer and Turner, the well-known architects, appeared as defendants in a summons charging them with divergence from the original plans submitted to the Building Authorities in respect of a row of tenement houses now being built at Causeway Bay to house the coolies employed at the China Sugar Refinery.

Mr. A. E. Wright, of the Public Works Department, deposed that these divergences consisted of having recesses built into the walls, whereas the plans submitted to the Department provided for walls with flush surfaces.

Cross-examined by Mr. L. G. Bird (a partner of Messrs. Palmer and Turner), witness admitted that the alterations complained of had no effect on the sanitary or hygienic qualities of the buildings, nor on their accommodation. The alterations, however, were extensive, and until further information was forthcoming he could not say that they had no material effect on the buildings.

Mr. Bird submitted that in the last 20 years—since he arrived in the Colony—the universal procedure adopted with regard to these minor alterations was for the Building Authority to send the plans back for correction on minor points. That was the only practical thing that could be done at all, as its adoption in the past had saved considerable delay. He pointed out that such large structures as the A.P.C. and other new buildings were full of alterations, and if a hard and fast rule was to be strictly adhered to in these cases, the buildings would never be completed at all. In other cases, when it was found that the site was not solid enough for the foundations, the work of digging deeper had to be followed up at the same time with the approval of the P.W.D. was being sought for these alterations.

In the present case he submitted that these recesses were but minor alterations. They were common to Chinese tenements and had no material effect on the buildings at all. The practice adopted hitherto had been to mark alterations on the approved plans in red ink.

Mr. Wright challenged Mr. Bird to produce a single case where he had sent back the plans for the purpose stated.

Mr. Bird said without reference to the records of any of the cases he had in mind he could not produce the necessary evidence to support his contention.

Mr. Hazell, Acting Crown Solicitor, said he might mention that the alterations complained of were of an extensive nature.

In reply, Mr. Wright said that these prosecutions had become necessary because people would not follow the requirements of the Ordinance. It was for the purpose of seeing that houses were built according to plans that had been endorsed by the Building Authority that a staff of building inspectors was engaged in the service of the Department.

Mr. Hazell stated that the recesses had a depth of 4½ inches on each side, and reduced the thickness of the walls, which was 22 inches, by a matter of nine inches. This constituted a considerable proportion in the thickness of the walls—over 40 per cent. in fact.

Mr. Bird said that the reduction would have no effect on the stability of the walls as a whole.

His Worship considered that the offence was proved, but since the divergence complained of had no material effect, he imposed a nominal fine of \$20.

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END OF PADREWSKI'S PET. Pink Lung, the Pekingesepot presented to Padrewski by a Chinese prince, is dead. He died in New York. It is to be cremated.

CANTON STRIKE.

GOVERNMENT GIVES IN.

Doubts as to a Stoppage.

In view of the serious situation threatened by the proposed general strike, due to commence today, the Canton authorities have issued a notice to the effect that the proposed "nationalisation" of property rights on the malcos has been cancelled "for ever."

It is not yet known, however, whether this notification will result in the strike arrangements being abandoned.

It appears that after the Government had issued its notice stating that the proposed "nationalisation" order would be delayed so that certain amendments might be made, the public still appeared dissatisfied, with the result that the authorities on the evening of the 26th instant issued a second notice to the effect that the order had been definitely cancelled. The strong public feeling on the matter, however, still showed no signs of subsiding. Consequently, last evening a third official notice was issued declaring that the order had been cancelled "for ever."

This had the effect of allaying public excitement, but last night it was still uncertain whether the strike would proceed as arranged.

The druggists are already on strike, and as a consequence there has been a general meeting of European and Chinese physicians to discuss ways and means of dispensing prescriptions for their patients.

Yesterday, there was a meeting of members of the Commercial and Citizens' Corps, those present including representatives from seventy branches, the members of which are said to number over 224,000. It was declared that the meeting was not concerned with political matters, but was called solely for the protection of the interests represented. The meeting is to last for three days.

INDIAN CHAUFFEUR CHARGED.

ALLEGED TERRIBLE ATTACK ON WIFE.

Chait Dln, Mr. J. Arnold's chauffeur, is now being held by the police on a charge of cutting and maiming his Chinese wife, Tee Men, who now lies at the Government Civil Hospital in a serious condition from injuries which may necessitate the amputation of one leg.

It is said that after taking Mr. Arnold to his office yesterday morning, Chait Dln proceeded to the Government Civil Hospital, where his wife had been under treatment for an ailment for some days. He took her out in the car to Jubilee Road where it is alleged, he attacked her with a chopper, inflicting wounds which almost severed both legs. Leaving her outside a matchbox, he went to the Central Police Station and gave himself up.

In preferring the charge against the chauffeur this morning, Detective Inspector Palmer said that the motive was jealousy.

A formal remand was ordered.

SHANGHAI SHARES. Messrs. Ellis and Co. have kindly supplied us with the following cable quotations of Shanghai stocks from their Shanghai office: Langkats (comb.)—Tls. 22.50 buyers. Ewos—Tls. 11.54 buyers. Shanghai Doeks—Tls. 91 buyers. New Engineering—Tls. 6.10 buyers. Oriental—Tls. 4.30 nominal. Canton—Tls. 15.20

PEAK TRAMWAYS.

MAY ROAD RATES TO REMAIN.

SHAREHOLDERS' INEFFECTIVE PROTEST.

The annual general meeting of the Peak Tramways Company, Ltd., was held at eleven o'clock today in the Hongkong Hotel, and after a shareholder had protested against the increase of rates payable by May Road residents the Chairman announced that there would be no alteration of the scale advertised recently.

Mr. D. E. Clark presided, and other directors present were Messrs. J. Scott Harston, C. Gordon Mackie, A. B. Stewart, and A. S. Gubbay, with Mr. G. Rapp (secretary) in attendance. Shareholders present were Messrs. A. V. Apear, J. D. Humphreys, F. M. Ellis, J. A. Tarrant, and W. Morley.

The notice convening the meeting having been read.

The Chairman said:—Gentlemen, The report and statements of accounts together with the auditors' report having been in your hands for the prescribed period, I will, with your permission, take them as read.

The profits for the year are \$33,978.80 higher than the previous year and in fact represent a record for the Company. Traffic receipts show a big increase over the previous year and your directors feel justified in proposing a bonus of 5 per cent. to shareholders in addition to the same dividend as paid last year, viz 10 per cent.

The disastrous explosion of last August so badly damaged the Superintendent's house at the Peak that on the advice of our architects it was decided to rebuild. A two-storied building is now in course of erection. This will consist of two self-contained flats, waiting room and lavatories and in addition an office for the Superintendent. You will notice that \$25,000.00 has been transferred from reserve fund and written off stations, household, and buildings. This sum represents approximately the value of the old house (now demolished) minus foundations.

We propose with your approval to transfer \$35,000 from the profits back to reserve, thus bringing this fund up to \$110,000.

BIGGER CARS.

We had hoped at this meeting to have given you some definite news of the bigger car it is proposed to build. The manufacturers' agents have some time ago took all particulars and we confidently hoped that shortly we should have had cars seating 60 running on the present track. These cars were to have been built of stronger, but lighter material than the present cars, and by using the lighter material the increased size necessary to carry the greater number of passengers would not have materially increased the weight of a fully laden car. The manufacturers at home, however, would not accept the order as they considered it too small to be worth their while to undertake. We are now in communication with another firm and we hope this time we may be more successful.

Your directors have decided to abolish quarterly tickets as from June 1st and issue in their place monthly tickets, available for any distance, at the rate \$9 per month. This represents a decrease for the full distance of \$3 a month to gentlemen on the old quarterly tickets, and \$1 a month increase on ladies' tickets. Contract tickets to intermediate stations will be discontinued after 31st May.

With these few remarks, gentlemen, I beg to propose that the report and statement of accounts as presented be adopted. After this has been seconded, I shall be pleased to answer to the best of my ability, questions on the accounts shareholders may wish to ask.

NEW CHARGES CHALLENGED.

"SCENE" IN THE REICHSTAG.

COMMUNISTS CREATE A PANDEMONIUM.

GENERAL LUDENDORFF SITS BACK AND SMILES.

(Reuter's Service.)

Berlin, May 27. Entrance to the Reichstag was only possible by permit when it reassembled to-day, but this did not prevent tumultuous scenes within.

Fifty Communists Deputies created a pandemonium, clamouring for the release of their gaoled colleagues. When they quietened down the roll-call was taken, but the din broke out again when Ludendorff's name was reached. The General's supporters responded with cheers and shook their fists at their opponents, whilst the General himself, who evidently expected the onslaught, merely leaned back in his seat and smiled at the Communists.

At the conclusion of the roll-call, the Communists submitted a motion demanding the release of the prisoners in the course of which they broke out with the "Internationale," to which the other parties responded with "Deutschland Uber Alles." The noise was so great that the President of the Reichstag put on his hat and walked out.

THE "DEATH RAY" SERIAL.

BEGINNING OF THE THIRD EPISODE.

London, May 27. As the aeroplane taking Mr. Grindell Matthews to France was departing, a solicitor and one of the parties to an action in the High Court dashed up to Croydon aerodrome in a motor-car, just too late to inform Mr. Matthews of an interim injunction which Mr. Justice Greer granted an hour previously, preventing Mr. Matthews from selling or contracting to sell his invention without the consent of three parties who claim that they are entitled to fifty-two per cent of the ownership of the invention.

Failing an undertaking from the French company, which is negotiating to purchase the invention, to await the result of these proceedings, action will be taken in the French courts to protect the invention.

No new or revised offer has been made by the British Government to Mr. Matthews. An official of the Air Ministry stated that numerous inventors are making claims to having discovered similar rays.

Air Ministry Explains the Situation.

London, May 27. The Air Ministry, in a statement, says it had offered Mr. Grindell Matthews a number of opportunities since last February to give a demonstration of his apparatus, but Mr. Matthews made no arrangements until he interviewed the Air Vice-Marshal, Sir John Salmond, on Saturday last. The demonstration actually proposed by the inventor was shown yesterday and it consisted of the lighting of an electric lamp and the stopping of a small motor-cycle engine by the ray from a distance of fifteen yards. The inventor provided and arranged all the apparatus.

The statement says representatives were shown nothing to bear out the Press statements regarding the possibilities of the invention, and it was impossible to form any definite opinion regarding the value of the device. Mr. Matthews was accordingly offered an immediate opportunity to demonstrate the stopping of a small petrol motor provided by the Government. He was not asked to disclose any information regarding the rays and he was to be paid £1,000 immediately if the test were successful, the only condition being that he would allow the Government a fortnight to consider the basis of further financial negotiations for the purchase and development of the invention. The statement concludes that Mr. Matthews refused the offer.

GOLF CHAMPIONSHIP.

SOME FINE EFFORTS.

London, May 27. The weather for the amateur golf championship at St. Andrew's was glorious. Features of the contest were Roger Wethered's brilliance in defeating the former Oxonian, D. Cox, by 7 and 6, and the splendid fight by the schoolboy champion, Mathieson, against the Cambridge captain and English international, Storey, the latter winning by 2 and 1. Kellayton beat Hilton, 6 and 5, depriving the latter of the distinction of winning his hundredth amateur championship match. Tolley beat the Bradfordian, Clough, 4 and 3. Braid beat Bell, of Inverlorne, 7 and 6.

The only American competitor, from Honolulu, named Brown, beat the Liverpool man, Graham, 2 and 1, in the first round. The others were all second round matches.

ask and accounts, but would like to ask the directors to take into consideration the new rate to May Road. He did not think this increase for residents at that level was justified. The rates were high enough already. He had read in the papers that the directors were going to meet to consider a petition from May Road residents.

The Chairman said the directors had had a meeting and decided that the new rates should remain. They were not exactly an increase. May Road residents paid the same rate as the others.

Mr. Apear:—For only half way.

The Chairman:—Yes, but it is the same scheme.

Mr. Apear:—It is not the same.

The Chairman proceeded to point out that it was a rate of \$9 a month all the way and compared it with the \$10 a month on the lower level tramways. Those who protested against the new rate would find that it was not going to cost

Mr. Apear asked if the petition by ticket holders had been considered.

The Chairman replied that the directors had received a petition signed by 79 persons of whom 40 were not ticket holders.

The report and accounts were then passed.

On the proposal by the Chairman, seconded by Mr. J. D. Humphreys, the following directors were re-elected—Sir Paul Chater, and Messrs. C. Gordon Mackie, J. Scott Harston, A. B. Stewart, and A. S. Gubbay.

Messrs. Lowe, Bingham, and Mathews and Messrs. Lindsay and Davis were elected auditors at a remuneration of £100 each, on the motion of Mr. F. M. Ellis seconded by Mr. J. A. Tarrant.

This concluded the business of the meeting.

TO-DAY. Closing Exchange \$s. 4.11/16. Barometer 30.0. Thermometer 74.0. Wind variable.

LOCAL WEDDING.

ETHEREDGE-HEWER.

A wedding of considerable local interest took place at the Peak Church this afternoon, when Miss Ivy Ruth Elizabeth Etheredge, of the Ellis Kadoorie School (eldest daughter of Mr. and Mrs. A. H. Etheredge of Dulwich, London) was married to Mr. Sydney Hubert Hewer, accountant of the China Light and Power Co., Ltd., (son of the late Mr. and Mrs. S. S. Hower, of Worthing). In the presence of numerous friends, the ceremony was performed by the Rev. V. H. Copley Moyle.

The bride, who was given away by Mr. R. E. O. Bird, M. A., Headmaster of Ellis Kadoorie School, presented a very charming appearance, in her gown of white georgette with flounces of Malines lace, veil of illusion net and wreath of orange blossom. She carried a bouquet of tea roses and was attended by Miss A. E. Hendry as bridesmaid, the latter being attired in a dress of powder blue georgette with flounces, and hat to match, and carrying a bouquet of larkspur. Mrs. A. S. Hower was the matron of honour, whilst Mr. S. E. Cutting was "best man."

After the ceremony, a reception was held at No. 2 Stewart Terrace, the Peak, where Mr. and Mrs. Hewer received the congratulations of many friends. Later, the newly-wed couple left for Repulse Bay, the bride's going-away dress being of roseda georgette, trimmed with self colour beads, with hat to match.

The wedding cake was supplied by Cafe de l'Europe.

BANDIT OUTRAGE.

FUNERAL OF MR. DINSMORE.

(Our Own Correspondent.)

Foochow, May 21. The funeral took place this evening of Mr. J. Dinsmore, Assistant Manager of the China Import and Export Lumber Co., who was shot by brigands near Shashien, in the Yonping Prefecture, a few days ago.

Mr. Dinsmore, who was an American, was with Mr. Mackay, from Australia, and three Chinese out in the country buying timber for the Lumber Co. when they were attacked by brigands. Mr. Dinsmore received a bullet wound in the abdomen and was also badly knocked about, but managed to make his way to the city of Shashien, where he sent a telegram to Foochow, saying he was endeavouring to secure the release of the rest of the party, who had been taken prisoners by the brigands, and would then go on to the hospital at Yonping for treatment. His anxiety for the safety of his companions, and consequent delay in reaching medical aid, probably hastened his death.

The body was brought down the river to Foochow and interred in the American Cemetery. The funeral service was conducted by the Rev. G. S. Miner, of the Methodist Episcopal Mission, and the Rev. J. Gowdy, in a very impressive address, spoke in high terms of Mr. Dinsmore's strong, manly life.

No further news has been heard of Mr. Mackay and the Chinese who are still in the hands of the brigands.

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EARLIER TELEGRAMS.

ITALIAN ROYAL VISIT TO LONDON.

London, May 27.

Their Italian Majesties, Crown Prince and Princess Mafalda, this morning visited Westminster Abbey and the Cenotaph. Victor Emmanuel placed a wreath on the tomb of the Unknown Warrior. He also placed wreath at the base of the Cenotaph. In the presence of representatives of the navy and army and the air force a large crowd cheered the royal visitors as they drove back to the palace.—*Reuter.*

Rome, May 27.

The visit of their Italian Majesties to England has been the occasion of copious articles in the press. The *Idea Nazionale* attributes to the credit of Premier Mussolini the solution of the Jubaland question which it says has been poisoning Anglo-Italian relations. The Fascist organ *Impero* declares that the happy solution of the Jubaland problem is doubtless the starting point for more complete Anglo-Italian understanding and adds that Italy is anxious to reconquer an empire and is looking with faith toward Mussolini who began with Jubaland. Italians must persevere in Africa and Asia, Tribuna says that Italy greeted joyfully the advent of labour to Britain because a continuance of Mr. Curzon's foreign policy rendered a Jubaland agreement impossible, while the enlightened mind of Mr. MacDonald found a settlement.—*Reuter.*

THE LAUSANNE TREATY.

London, May 27.

A singular Imperial problem is revealed by the publication of the much discussed correspondence between the Colonial Office and the Canadian Government relative to the Lausanne Treaty. It shows that in contrast with the peace treaties with Germany, Austria and Bulgaria, which were signed by the Dominions representatives, Canada objected to appending her signature to this treaty, contending that the procedure adopted at Lausanne differed from that adopted in negotiating the treaties abovementioned, and as no invitation was extended to Canada to participate at the Lausanne Conference, Canada could not have been believed to have agreed to the Treaty of Lausanne should be signed only by the British plenipotentiaries, wherefore Australia, New Zealand and South Africa agreed. Canada was subsequently asked to concur in the ratification of the Treaty. She replied on 24th March that on the foregoing grounds she could not recommend the Canadian Parliament to approve the Treaty, and without parliamentary approval she was unwarranted in concurring in the ratification. Her Majesty's Government, however, will not take exception to such course as His Majesty's Government may be advised to recommend.—*Reuter.*

BRITAIN TO INDIA BY AIR.

London, May 27.

The draft of the contract with the Airship Guarantee Company provides for the construction of an airship conforming to the requirements of the Air Ministry. The principles of air worthiness laid down by the aeronautical research committee are prescribed. The trials include tests to include a voyage from Britain to India. The price of the airship will be £300,000 of which £100,000 will be payable immediately the contract is signed. A further initial payment of £50,000 will be made towards the contractors capital expenditure. A quarter of a million sterling will be repaid if the ship, before her flight trials are held, fails to satisfy certain vital conditions. Should the ship satisfy these but not carry out her flight trials successfully, the remaining £50,000 will be withheld wholly or partly according as the performance approximates the requirements. The company may subsequently re-purchase the airship for use on an approved British airship transport service at £150,000.—*Reuter.*

THE INDIAN CIVIL SERVICE.

London, May 27.

A big step forward in the direction of the Indianisation of the superior civil services of India is recommended in the report of the Royal Commission presided over by Viscount Lee, which has been touring India. It urges that the Indian Civil Service should comprise 60 per cent. of Indians, compared with 39 per cent. at present; Police Service, 50 per cent. instead of 33 per cent.; Forests, 75 per cent.; Engineers 60 per cent. It also recommends improvements of pay and pensions, and concessions as regard passages home for officers and their wives.

The Commission further recommends that the educational, agricultural and certain other services be henceforth recruited and controlled by local governments instead of the State Secretary.—*Reuter.*

CHINA INDEMNITY FUND.

London, May 27.

The China Indemnity Application Bill provides that any sums received after December 1, 1922, on account of the China Indemnity shall be paid into a fund to be called the China Indemnity Fund and applied to purposes which is the opinion of the Secretary of State for Foreign Affairs shall be beneficial to the mutual interests of his Majesty and the Republic of China. Any expenses in the administration of the fund shall be defrayed out of the fund itself.—*Reuter.*

GRINDELL MATTHEWS DEATH RAY.

London, May 27.

Mr. Grindell Matthews declared in an interview that he has no alternative but reluctantly to reject the Air Ministry's offer. He could wait no longer and was going to Paris to-day.—*Reuter.*

MR. THOMAS IS IMPROVING.

London, May 27.

The Rt. Hon. J. H. Thomas, Secretary of State for the Colonies, is somewhat better.—*Reuter.*

RUSSIA AND GERMANY.

Moscow, May 27.

Speaking at the Communist Congress M. Krasin urged decisive measures in regard to the recent incident at Berlin. Commercial relations with Germany could not be resumed until satisfaction was obtained.—*Reuter.*

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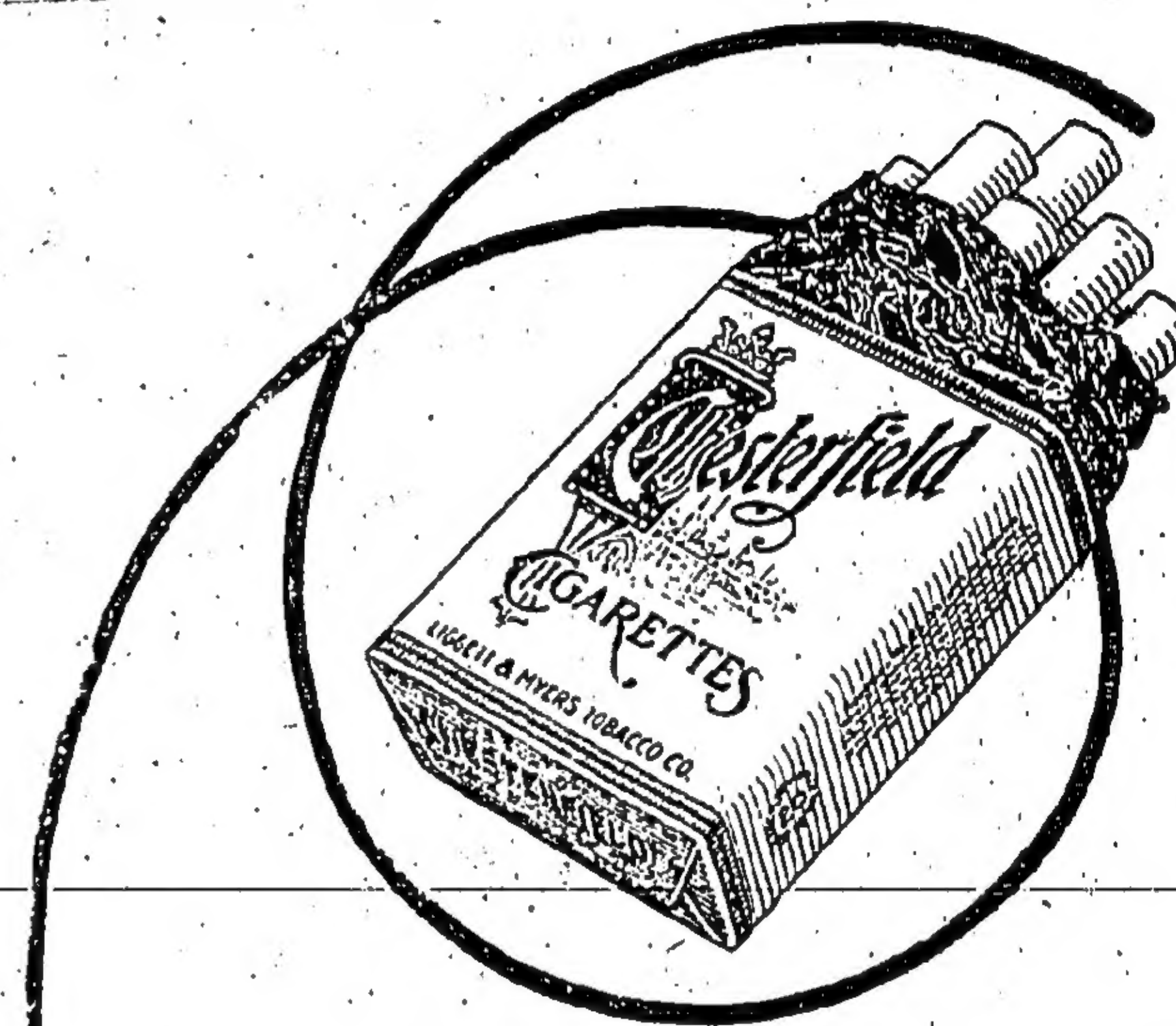
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CONSTABLE DROWNED.

A DANGEROUS SPOT.

An enquiry was held yesterday afternoon at the Kowloon Magistrate's Court with Mr. B. W. Hamilton, as coroner, regarding the death of a Northern Chinese constable, who was drowned in the Shum Chun River on the 30th April.

Sergeant R. Swan, officer in charge of Lok Ma Chau Police Station, said that he was at Tai Po on the 30th April when he received a telephone message to the effect that a constable had been drowned. He returned as soon as possible and on reaching the station, he was met by Sergeant Sampson, who told him of the constable's death.

Witness described deceased as a very quiet man, but he had a very bad temper and had to be kept in his place. Within two months witness had occasion to report deceased twice for insolence and disobedience. Witness did not think deceased had had any quarrel with anybody and there was no reason to think that he had taken his own life.

A Wei-hai-wei sergeant said that three constables asked and received permission from him to go bathing, during the Sergeant's absence in Tai Po. He later heard a commotion and on going to the stream discovered that one of the men had been drowned.

A constable stated that at about 10 a.m. on the 30th April he and two others received permission to go bathing. Before he went into the water he heard deceased, who had gone in first, shout for help. Witness jumped into the water but dared not go too far out as he could not swim. Almost immediately after shouting, deceased disappeared below the surface.

Sergeant T. G. Sampson testified that about 10.05 a.m. on the 30th April he went down to the Lok Ma Chau ferry, where he saw a constable standing in the stream. Two men were in a police dingy searching the water with their oars, whilst on the bank was the Chinese sergeant. Witness was told a constable had been drowned and that they were searching for him. Witness then took charge of the searching operations, but was unsuccessful. It was not till the next day that the body was recovered about 100 yards from the spot where the tragedy occurred. Witness was of the opinion that deceased, thinking he could swim, went out beyond his depth and, the tide being strong, he was washed away and drowned. When witness arrived on the scene he thought that the other man had done all they could to rescue the unfortunate man. Witness said that he had been swimming there himself and knew that there was a strong tide in the stream. He had been told by some of the villagers that about ten persons were drowned at that same spot. The enquiry was adjourned sine die for medical evidence.

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MOTOR CYCLIST PROSECUTED.**LIEUTENANT FINED.**

At the Hongkong Magistrate's Court yesterday, Lieut. Shadwell, of H. M. S. Titania, was summoned before Mr. J. A. Fraser for disobeying the signals of Traffic Sergeant Hallam, failing to carry a light on his side car and also for failing to produce his licence.

The evidence of Sgt. Hallam was that at 11.55 p.m. on May 21st, he saw the defendant riding a motor cycle with side car along Plover East. He signalled to him to stop and followed in his motor cycle, sounding his horn repeatedly to draw the defendant's attention. He eventually caught up with him. Defendant was travelling at a speed of about 35 miles an hour. His side car had no light, and he failed to produce his driver's licence.

Cross-examined by Lt. Shadwell, Sgt. Hallam said he could see by the light of his own cycle that defendant's machine had a sidecar with no light. He considered sounding the horn a reasonable means of signalling to a cyclist.

Lt. Shadwell denied that he was travelling more than 25 miles an hour. He stopped as soon as he saw the police officer. His passenger was the Commander of H. M. S. Moth, who, unfortunately, was unable to appear to give evidence on his behalf. Lt. Shadwell added that lieutenants in the Navy were not in the habit of disregarding police officers. He had been riding motor cycles for over 14 years and had never been in trouble before.

The Magistrate considered that the first summons had not been proved and therefore dismissed it. He imposed fines of \$10 and \$5 for the other offences.

WANCHAI HOSPITAL.**SITE APPROVED BY GOVERNMENT.**

As already reported in these columns, the directors of the Chap Sin Hospital, Queen's Road East, have decided to build a permanent home for the hospital owing to the inadequacy of the present premises which comprise the ground floor of an ordinary tenement house. A site with an area of over ten thousand square feet near the Chinese dispensary, below Kennedy Road, has been suggested as a suitable place and has been referred to the Government for approval. As a result of representations by the two Chinese members of the Legislative Council, the Government has announced its approval and support of the scheme, which will be carried out as soon as the preliminary details as regard the plans, cost, etc., have been settled. We are informed that the donations that have been promised by the Directors themselves and their friends amount to \$100,000.

It is proposed to make the hospital an adjunct of the Tung Wah Hospital, and for this reason it will be known as the Tung Wah Tung Yuen, or a branch of the greater institution. While self-supporting as far as possible, the Chap Sin Hospital, if the allusion takes place, will be under the control of the Tung Wah Hospital. The matter will be discussed at a meeting of the promoters to be held in the next few days.

FAMILY SQUABBLE.**WOMAN'S LEG CHOPPED OFF.**

Yesterday afternoon a report was received by the police at the Central Station that an Indian woman had been attacked by her husband and was lying outside a matchbox at Kennedy Town with one leg completely severed. The report was made by a building contractor engaged in the construction of some houses near the "Coffin House" of the Tung Wah Hospital. Some time afterwards, an Indian woman walked into the charge-room and claimed to be the husband of the woman in question. As a result of a statement made by him he was detained. The man described himself as a motor car chauffeur and appeared to be under the influence of liquor.

In the course of enquiries it was found that the Indian quarrelled with his wife over the alleged misconduct of the latter. In the heat of the moment, it is alleged, the man attacked his better half with a chopper and cut off her leg.

The wounded woman was eventually taken to hospital.

CANTON CIVIL GOVERNOR.**STAYING IN HONGKONG.**

The Canton Civil Governor, Mr. Young Shu-han, arrived from Canton on Monday night with a number of bodyguards and members of his staff. The Hongkong authorities had apparently been notified in advance of his arrival, for before the night steamer made fast to the wharf a strong posse of detectives was waiting to give the Civil Governor and his followers protection, if required. The visitors put up at the Great Eastern Hotel, where they are at present staying pending embarkation for Shanghai, at which port Mr. Young will spend a short holiday. Adequate protection has been arranged for Mr. Young and his party during their stay here, the arrangements which were made by the Captain Superintendent of Police including the provision of detectives to guard the particular floor on which the Governor's room is situated.

In political circles it is rumoured that Mr. Young Shu-han has resigned from office and that he has no intention of returning to Canton. Ostensibly, however, Mr. Young is on one month's leave, which is to be spent at Shanghai.

WORLD FLIGHT.**MACLAREN'S NEW PLANE.**

Tokyo, May 27.—Col. Broome has accepted the American offer to transport MacLaren's new plane to Aktyub. The destroyer John Paul Jones is going to Hakodate immediately to pick up the plane, and proceed to Hongkong and tranship it into another destroyer for Aktyub or other designated place. They expect the flyers to have the plane in fifteen days. Mr. Davis, of Vickers, now at Hakodate, will accompany the machine.—*Reuter.*

Tokyo, May 27.—Colonel Broome has been requested by the Governor General of Canada to assist, as far as practicable, the Argentine world flyers from Japan to Kurile. The trawler Thiepval is now at Hakodate and will go to Kurile within a fortnight to establish Argentine bases in the same places as those for the British flyers. It is understood that the Argentine flight starts from Amsterdam on the 25th.—*Reuter.*

BANDIT VICTIMS.**THE MURDER OF MR. DINSMORE.**

Peking, May 27.—The American Legation sent a note to the Wanchai on Saturday drawing attention to the report of the murder of Mr. Jay Dinsmore, expressing a hope that a full enquiry would be heard, and that, if the circumstances were proved as reported, the murderers would be suitably punished.

The note added that it was hoped Americans in future would be properly protected.

The British Legation also sent a note concerning captivity of Mr. Mackay and asking the Chinese Government to take immediate steps for his release.—*Daily Bulletin.*

Foochow, May 27.—There is no news of the bandit captives. The Tuli's representative has joined Mr. Carroll's party at Yenping and is proceeding to Shihshien.—*Reuter.*

BOMBS AT FOOCHEW.**MILITARY GOVERNOR'S ESCAPE.**

Foochow, May 27.—Two bombs were thrown at the Military Governor last evening. He was unhurt. The Chief of Staff, also General Lu Tsien-ting, were wounded and a chauffeur, two soldiers and a non-commissioned officer killed.—*Reuter.*

SHOAL OF PORPOISES IN THE MERSEY.

Crowds of holiday-makers at New Brighton and Liverpool witnessed, on a recent morning, the unusual sight of a shoal of porpoises coming up river with the tide. From both sides of the river they could be seen disporting themselves quite distinctly. Some of them reached the entrance to the Manchester Ship Canal. It is twenty-five years since porpoises visited the Mersey in a shoal.

PROTECTION OF ANIMALS.**COLONIAL SECRETARY'S REPLY.**

The Hon. Colonial Secretary forwards a copy of a letter which has been sent jointly to the Secretaries of the China Coast Officers Guild and the Marine Engineers Guild of China, in reply to their complaint regarding the draft Prevention of Cruelty to Animals Bill, as follows:

T. T. Laurensen, Esq., China Coast Officers Guild.

W. J. Stokes, Esq., The Marine Engineers Guild of China.

Gentlemen,—With reference to your letter of the 22nd May, relating to the draft Prevention of Cruelty to Animals Bill, I am directed to say that there is nothing in the clause in question which imposes any liability on a master of a vessel or on any other person in the absence of guilty knowledge on the part of such person. In the original draft of the bill clause 12 did contain a sub-section making the master of a ship liable for offences committed on his ship while he was on board, in addition to the actual offender, but this sub-section was not contained in the bill as approved by the Government and as published in the *Gazette*. As the original draft of the bill contains that sub-section the "Objects and Reasons" contained a reference to it, and through inadvertence this reference was allowed to remain in the Objects and Reasons when the sub-section was struck out of the bill. No doubt this is how the misunderstanding disclosed in your letter occurred.—I am, etc.

(Sd.) CLAUD SEVERIN,
Colonial Secretary's Office,
Hongkong, 27th May, 1924.

HONGKONG JOCKEY CLUB.**ENTRIES FOR JUNE 7TH.**

Below will be found the entries for the first day of the race meeting to be held at Happy Valley on June 7 and 8.

Chesham Handicap (A. and B. classes, 6 furlongs).—Gaudie, Rivergrass, King Alfred, Tat Mouse, King Charlie, Spotted Sand, Friarsfield, Eli, Peter Pan, Golden Jubilee, Roman Parrot, Langsat, Duke, Pdenhall, Bluebottle, Baudicot, White Rose, Mountain Hawk, Rialto Star, Sunstar, Hartfield, Starland, Musketeer, Jadestone, Loch Rannoch, Strathfarrar, Koh-i-Noor, Arbor Day, Rothesay, Haruna, Pencaiste, Spengrass, Little Minch, Day of Surprise, Valiant Dahlia, Magnificent Dahlia, Silverleaf, Watheau, What To Do, Cottongrass, Satisfaction Dahlia, Majestic Lad, Repulse Lad, Uncle George, Jungle Cock, Exchange Bill, Syce Bill, Limonite, Lightning, Full House.

Ribbledale Stakes (4 miles).—Rivergrass, Spotted Sand, King Charlie, The Wink, Mopoke, Rialto Star, Sunstar, Hartfield, Musketeer, Rothesay, Pencaiste, Nasteran, Valiant Dahlia, Magnificent Dahlia, What To Do, Oakleaf, Uncle George, Jungle Cock, Yellow River, Full House. The Beech Stakes (6 furlongs).—Golden Jubilee, Roman Parrot, Baudicot, White Rose, Arbor Day, Pre Catelan, Utinko, Cottongrass, Peninsula Lad, Majestic Lad, Oakleaf, Goom Rock, Syce Bill, Belle Isle.

Waterford Plate (A. and B. classes, 11 miles).—Gaudie, Rivergrass, King Alfred, Tat Mouse, Spotted Sand, Friarsfield, Golden Jubilee, Langsat, Bluebottle, Mopoke, Mountain Hawk, Rialto Star, Starland, Grey Dragon, Rothesay, Pencaiste, Haruna, Little Minch, Day of Surprise, Magnificent Dahlia, Valiant Dahlia, Silverleaf, Watheau, Nasteran, Cottongrass, Satisfaction Dahlia, Peninsula Lad, Repulse Lad, Jungle Cock, Yellow River.

BILLIARDS.**HO KOM-TONG CUPS.**

Playing at the Palace Hotel last night Mr. A. J. Osmund (—350) beat H. O. Balchin (—170) by 250. Mr. Balchin failed to reach his handicap point.

The principal breaks were: Osmund: 124, 70, 60, 65, 37, 20, 21, 20, 10, 10, 10. Balchin: 25, 15, 12. In the semi-finals to-night L. Antonio (—125) will play E. Spry (—150).

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Under old brushing methods, few escaped tooth trouble. Beautiful teeth were seen less often than now.

In fact, tooth troubles constantly increased—became alarming in extent. That's what led to this new method, which has brought to millions a new dental era.

Those dingy coats

That viscous film you feel on teeth is their chief enemy. It clings to teeth, enters crevices and stays. Food stains, etc., discolor it. Then it forms dingy coats. Tartar is based on film. That's why teeth lose luster.

Film also holds food substance which ferments and forms acids. It holds the acids in contact with the teeth to cause decay. Gums breed by millions in it. They, with tartar, are the chief cause of pyorrhea. Thus most tooth troubles are now traced to film.

Almost universal

Film-coated teeth were almost universal. The ordinary tooth paste could not effectively combat film. So dental science set out to find effective film combatants. Two methods were developed. One acts to curdle film, one to remove it without any harmful scouring.

Fights acids, too

Pepsodent also multiplies the alkalinity of the saliva. That is there to neutralize mouth acids, the cause of tooth decay. It multiplies the starch digestant in the saliva. That is there to digest starch deposits which may otherwise ferment and form acids.

Protect the Enamel

Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combatant which contains harsh grit.

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For beauty's sake

People who see the Pepsodent effects will always use it, if only for beauty's sake.

Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth whiten as the film-coats disappear.

This test will be a delightful revelation.

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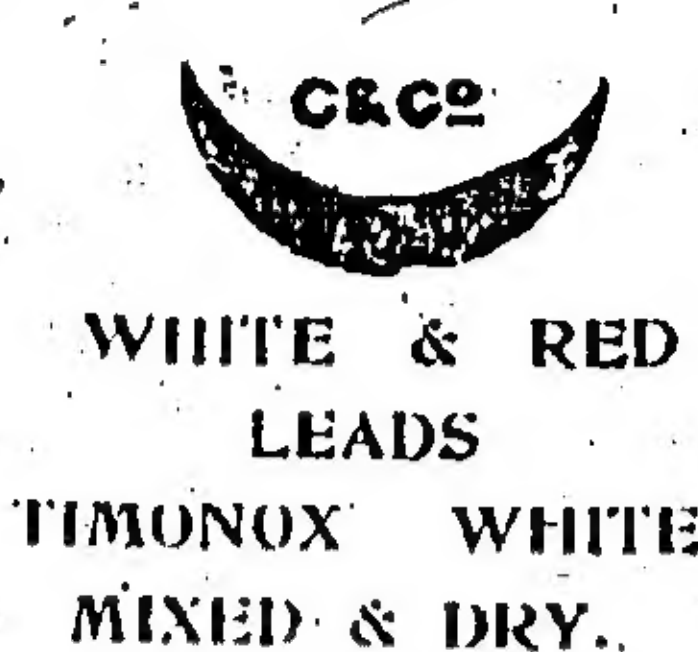
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CHILD LABOUR IN CHINA.

The Movement Towards Reform.

"Industrial and Labour Information," published by the International Labour Office of the League of Nations, describes changes which are taking place in Chinese life with the influence of Western economic and industrial civilization, says the *Times*. A recent estimate puts the number of modern factories in China at about 1,800 (not including thousands of semi-modern ones); among these may be mentioned 109 cotton-spinning and weaving mills, 218 silk filatures, 95 flour mills, 82 electric lighting plants, 121 oil mills and bean-cake factories, 51 cement and brick works, 58 printing presses, 51 soap and candle factories, 51 telephone companies, and numerous other factories manufacturing goods of all kinds that were formerly only imported from other countries. The leading centres of the cotton industry are Shanghai, Wuchang, Hankow, and Tientsin. During the last few years the lace, embroidery, and hair-net industries in Shanghai have been developed to a considerable degree and have given remunerative employment to hundreds of thousands of people in that province.

Considering the country as a whole, it has been estimated that over 70 per cent. of the working people work seven days a week. Only a few factories under Christian management, such as the Commercial Press Works in Shanghai, and the hair-net and embroidery industries in Chefoo (which are under Christian influence) stop work on Sundays. The majority of the industrial establishments work continuously throughout the year. Some of the larger and more modern factories, however, often suspend work for one day in ten or twice a month for the purpose of cleaning and repairing the machinery. The number of rest days varies somewhat in different parts of the country. Work is suspended three days to two weeks at the Chinese New Year. The fifth of the fifth moon and the 15th of the eighth moon (being the dates for the dragon-boat and mid-autumn festivals) are two general holidays.

USE OF MACHINERY.

Modern machinery has reduced the skill needed for operation, so that women and children may be employed to attend to mechanical processes. As they are generally willing to work for lower wages than men, employers prefer to use them wherever it is possible. The number of women and children engaged in modern industry has never been estimated with any degree of accuracy. It is generally estimated that in cotton mills nearly 40 per cent. of the workers are women, 40 per cent. are children, and only 20 per cent. are men. Many children of eight and nine are admitted into factories, and even some under seven are known to be at work. In silk filatures in Central and South China nearly all the workers are women and girls, but boys between 10 and 20 are largely used in North China. In Chefoo, of the 21,000 women and girls employed in industry, about 18,000 are in the lace, and embroidery industries. Taking all branches of industry together, probably 15 per cent. of the employees are women, 20 per cent. boys and girls under 14, and 65 per cent. men.

The first attempt at the regulation of labour by the State was made in March, 1923, when the Board of Agriculture and Commerce published 28 articles governing the conditions of employment. While these are extremely conservative compared with the standards set forth by the International Labour Office of the League of Nations, they mark the beginning of State efforts for the regulation of industry in China. Among the main features may be mentioned the prohibition of child labour under 10 for boys and 12 for girls; the institution of less strenuous working conditions for junior workers, whose ages range from 10 to 17 (for boys) and 12 to 18 (for girls); the decision that the working day for the junior workers should not exceed eight hours and that for adults ten. Employers are forbidden to employ junior workers between 8 p.m. and 4 a.m., and are expected to see that their employees receive elementary education and free medical care.

NEW SKY-WRITING.

Red, Green and Yellow Letters.

New York: The twentieth century finds man up, up, in blue space beyond the top of the highest mountain waving words in smoke. Slowly, as though some giant hand were guiding an invisible pen through space, you watch these letters, even, and well-formed, spill out their message to the thousand of up-looking humans below.

Along the frontier of British India and Afghanistan, a dark and bloody ground, there are warlike and independent tribes of Pathans, who have been a veritable thorn in the side of Asia. In the last few months it has been necessary to mass heavy military forces near the border.

After an extensive study of the situation, the authorities have decided that Sky-writing is to be used in the tranquillization of these uncivilized tribes. Gazing two miles overhead, they will see, in their native tongue, the miracle of warnings far aloft, apparently coming from their gods, like Nebuchadnezzar bible days, who saw the handwriting on the wall, these natives will carry down in legends, the story of the visitation of their gods in the form of smoke words in the sky.

Ten thousand feet in the air is a little "S.E.Sa." Skywriting scout plane, flying at a speed of 125 miles an hour. The pilot clothed in a full suit with leather helmet and goggles is master of a machine which must be rugged enough to withstand any amount of hard service, and yet as finely tuned as a violin. By means of levers, he releases the valves of the reservoirs containing the secret chemicals, which evaporate in the hot exhaust pipe from the motor and emit 250,000 cubic feet of smoke a second.

Thus, twisting and turning two miles above the earth, the plane is guided to form a word, that is five miles long. The letter must be the right shape and equally spaced and cannot grow or dwindle. They must be kept absolutely in proper alignment. The remarkable thing, too, is that he must write the words as they would appear in a mirror—that is reversed—so that his audience may read when looking up from below. All this has to be executed at a terrific speed; he cannot go back and correct a mistake, there is no time to consult a diagram, no time to hesitate.

INVENTED BY ENGLISH PILOT—Skywriting is the invention of Major Jack C. Savage of England. The only struggle of Major Savage to secure recognition for his invention were very interesting, though the obstacles which he had to overcome would probably have daunted a less persevering man. He conceived the idea in England, in 1910, when in partnership with the late Captain B. C. Hicks, who was the most famous British aviator of his day.

While they were giving demonstration flights in England in the summer of 1910, it occurred to Major Savage that it might be possible to leave a smoke trail which would clearly outline the plane while it was doing stunts. In this way spectators on the ground would be better able to see what the aviator was doing. The outbreak of the World War interrupted the experiments and it was not until after he was demobilized in February, 1919, that Major Savage took up his task anew. After months of arduous experimenting, in which several planes were crashed, Major Savage developed his idea to a point where he felt justified in securing a patent to protect the results of his work.

Aeronautical and chemical engineers ridiculed the idea. No one believed that skywriting was possible. When approached from an investment point of view people not only refused to listen to the story of what had been accomplished, but viewed the whole scheme of skywriting as a preposterous waste of time.

Early in 1920 Major Savage, working with utmost secrecy, satisfied himself that skywriting was practical. He produced several trails of smoke that remained in the air long enough to form complete, readable words. Up to this stage, however, the British Air Ministry refused to show any interest. But later, following the appointment of a new Director of Research, Major Savage's invention was taken up by the Air Ministry and a com-

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tract made up for research work into the possibilities of smoke for Morse Code signalling screening, and air flow exploration.

DEMONSTRATED IN 1922. The first public demonstration of Skywriting was given in England on May 30, 1922. Ten thousand feet above where the English turf classic—"The Derby"—was being held, the words, "Daily Mail," were formed in letters of smoke while two million pairs of eyes gazed skyward. A few minutes later the news of the achievement had been flashed all over England and the European Continent.

Mr. Allan J. Cameron, who was formerly a broker on the Chicago Board of Trade became interested in Skywriting while on a trip to Europe in September, 1922. After several conferences with Major J. C. Savage, The Skywriting Corporation of America was formed to exploit smoke writing in the United States.

Mr. Cameron and Major Savage have created an organization of famous pilots for Skywriting operations. There are seven attached to the American Company: Captain Cyril Turner, A.F.C.; G. A. Lingham, D.F.C.; E. D. C. Horne, George T. Bradley, Leslie R. Tait-Cox, C. R. McMullin and C. B. D. Collyer, all with brilliant war records. After the War, these pilots saw service with the European Commercial Air Lines.

Throughout the entire operations of the company, tests have been carried on to produce new innovations in the newest of all sciences—Skywriting. Numerous laboratory and skywriting tests point to the fact that we're going to write on the American sky in colours this Spring," said Major Jack C. Savage, removing his flying helmet and goggles as he stood in front of his fifty plane. "The Skywriting pilots will trace red, yellow and even green colours on a heavenly background, like the unseen hand of a giant wielding mighty crayons. So far all colour writing air tests have exceeded the highest hopes of the Skywriters, there remaining to be attended to now only the minor details."

Developed from skywriting, is a new method of aerial protection against air attacks on cities. Enormous opaque clouds of vapour-like smoke are released by planes at different altitudes which literally hang protecting curtains of cloud between enemy planes and the city below. Thus does a peace time aerial activity become a factor in the defence of women and children exposed to the frightful horrors of war-time air raids.

CONSIGNEES.

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"SILVIO PELLICO"
From Trieste, Venice, Brindisi, Spalato, Port Said, Massana, Aden, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 27th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 12th prox. or they will not be recognized.

All broken, chafed, & damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD., Agents.
Hongkong 27th. May, 1924.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS
DES MESSAGERIES
MARITIMES.

S.S. "CHANTILLY"

Consignees of Cargo from Marseilles &c. also cargo ex S.S. "ANTINOUS" from Bordeaux. In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to day requesting it to be landed.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 31st. May 1924, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th. June 1924, or they will not be recognized.

All damaged packages will be examined on Saturday the 31st. inst at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, 26th. May, 1924.

NOTICE TO CONSIGNEES.
AMERICAN & ORIENTAL
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From NEW YORK

The Steamship,
"YOSERIC."

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 2nd. June 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 9th. June 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 2nd. June 1924, at 10.00 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE LTD.
General Agents.
Hongkong, 27th. June 1924.

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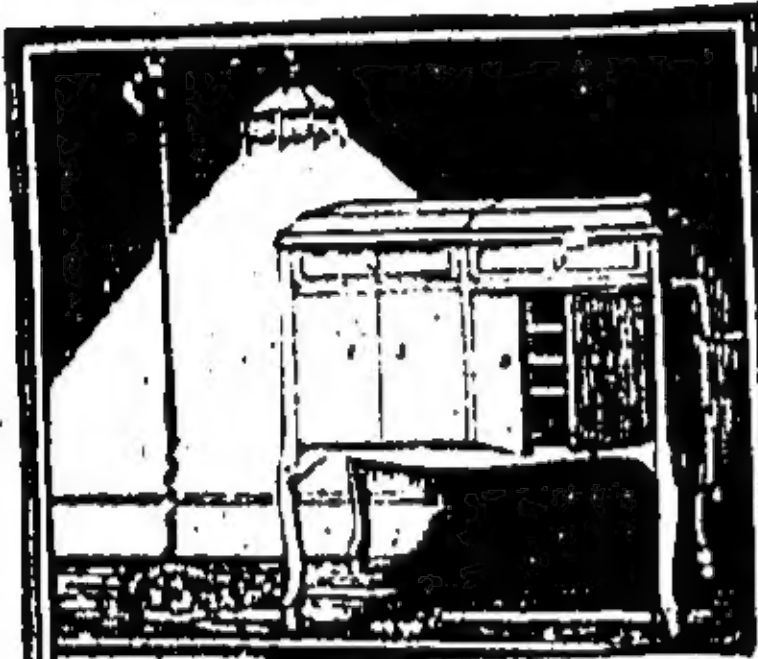
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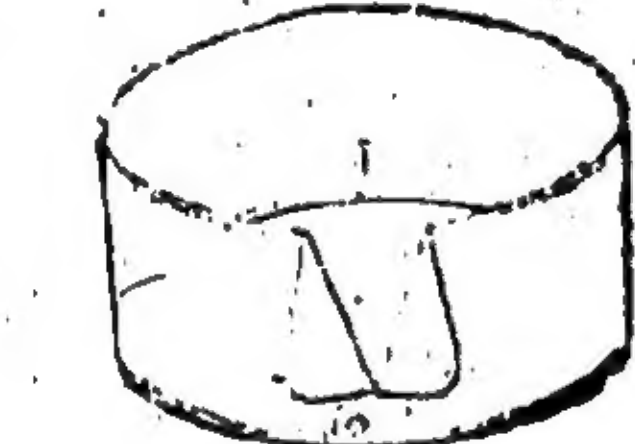
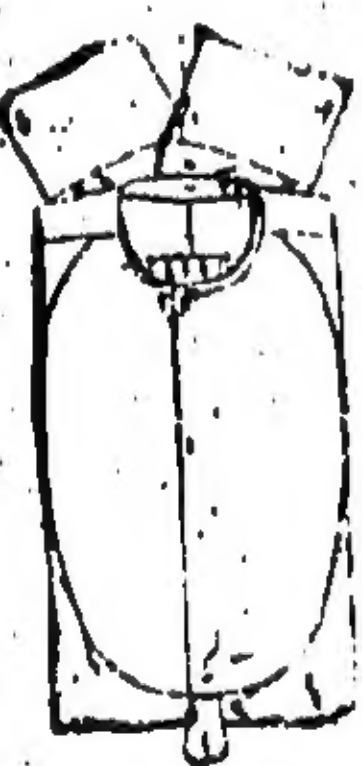


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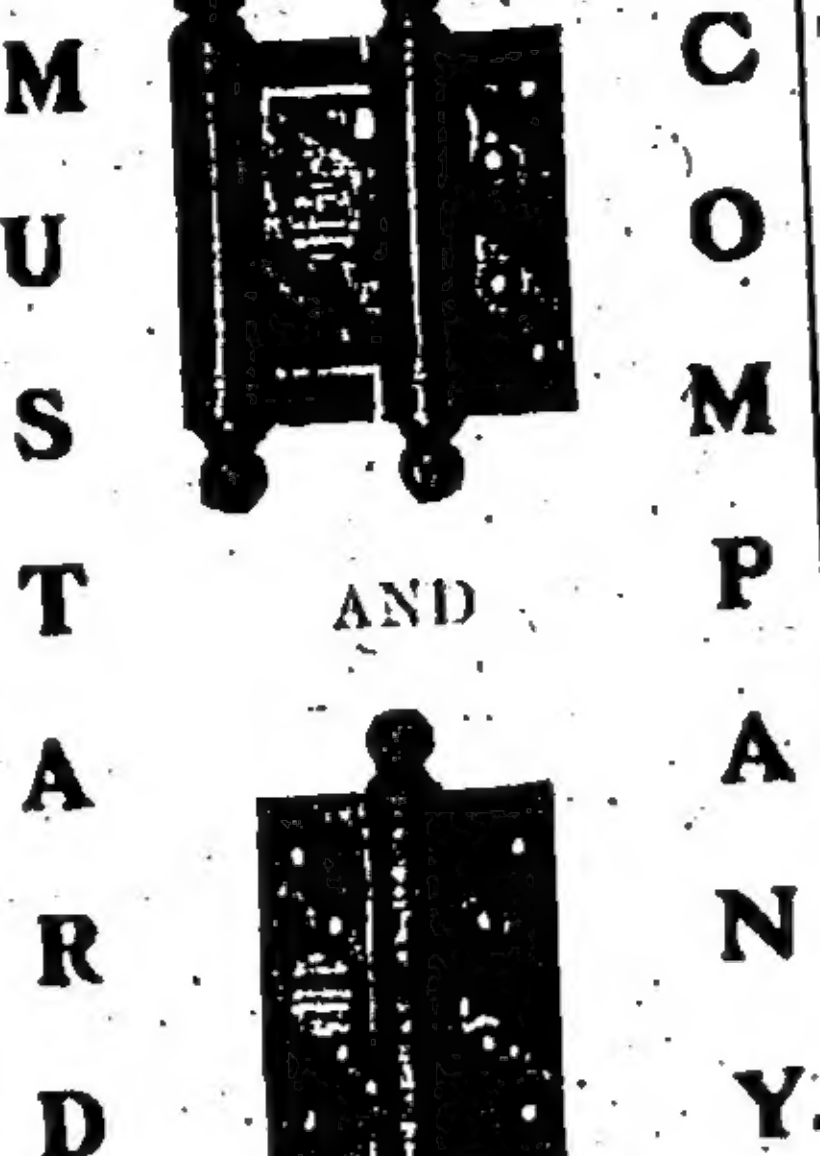
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BIRTH.

KENNEDY. At Batavia, on
26th May to Lesley, wife of R.
Kennedy, Mercantile Bank, a
daughter.

The Telegraph.

HONGKONG, 28th May, 1924.

IN GERMANY NOW.

With the resignation of its
Government, announced yester-
day, Germany as a whole might
or might not be in sympathy,
but certainly the question of
reparations becomes involved, as
well as the problem of German
intentions towards the experts'
report. Everything seemed clear
a few weeks ago, the German
Government having indicated its
willingness to accept the Allies'
new terms, so this upset brought
about by the Nationalists, is
very unfortunate. One can leave
out of account the so-called pro-
gramme of the extremists, except
to note that it represents a sec-
tion of the population imbued
with the old spirit of Prussianism.
The "middle parties" will pos-
sibly assert themselves sufficient-
ly to prevent any grave com-
plications in the country, but
nevertheless there is a doubt
whether they are strong enough
to avert further procrastination,
irritating to all sides, or to carry
out any reparations undertakings
once these be started.

Other news items relating to
Germany during the last few
days have not been encouraging.
We find renewed reference to
the alleged arming of big forces
in the country, in contravention
of the Treaty of Versailles. Are
we to presume, then, that the
German Government—however
moderate outwardly—is secretly
acquiescent in this defiance of
the Allies? France certainly
thinks so; and Britain is dubious
as to German intentions, or so
we gather from recent questions
and answers in Parliament. In
his "swan song," M. Poincare
re-affirmed the French deter-
mination to have all menace re-
moved from over the border
before agreeing to a settlement,
so the latest news from Berlin
is not likely to improve matters.
However, we consider that the
bulk of the German people desire
a satisfactory peace arrangement
as much as anybody else, and
their influence will prevent any
manifestations which, while they
could not alter the inevitable

Allied exactions, would serve to
prolong the agony of Europe and
jeopardise the continued amity
of the nations. For this reason,
we take no alarmist view of
events in Germany, which have
probably been magnified some-
what out of proportion.

The Canton Strike.

The general strike of Canton
merchants, about which we have
heard so much lately, was due to
commence to-day. If it should
become protracted, it will almost
certainly lead to serious conse-
quences, involving, possibly, a
deal of distress to the inhabitants.
So far as we are able to judge the
situation, this movement would
appear to represent a popular
protest against Governmental
policy in Canton. The "nationa-
list" issue has provided the
sponsors of the strike with a
specific complaint, but there is
more in it than that. The move-
ment is really an organised
demonstration in regard to an
accumulation of grievances, for
the most part concerned with the
org of taxation which has re-
cently been indulged in by
administrators who must at all
costs get more money. There is
a very natural resentment against
these ever-increasing imposts,
more especially since the funds
so raised are to a great extent
wasted on military adventures
and thus serve no really
beneficial purpose. In this in-
stance the movement seems to be
strongly organised, and, as we
say, it may well lead to very
serious consequences. Doubtless
the leaders are encouraged to
take the stand they have because
in the recent past smaller
"strikes" have resulted in the
Government abandoning un-
popular proposals. It now looks
like a trial of strength between
the commercial element and the
Government. We can only hope
that the issue will be composed
without resort to violence on
either side.

The New Tone.

In view of the indignities to
which many foreigners in China
have of late been subjected, we
cannot but deplore the all too
insouciant tone of foreign re-
presentations to the Peking
Government on the subject of
bandit outrages. Let us take the
case of the late Mr. Jay
Dinsmore, an American business
man who a week or so ago was
captured by bandits, who later
escaped and then died from the
injuries he had received. The
U. S. Legation has now
made representations to the
Department of Foreign Affairs
in Peking on the sub-
ject, but these are couched
in extremely mild language. The
"hope" is expressed that an
enquiry will be made into the
affair, and if the circumstances
are as reported, that the mur-
ders "will be suitably punished."
There is not a word about com-
pensation, apparently, and the
document ends with another
"hope" that in future Americans
will be properly protected. A
British subject, Mr. Mackay, who
was captured by the same gang of
bandits, is still held captive, and
the British Minister is now
demanding his immediate release.
Now, it is all very nice to show
a polite and friendly attitude
towards China, but in view of
such outrages as these, we
cannot help thinking that sterner
measures would prove far more
effective. Were an American
citizen murdered in Mexico, we
cannot imagine the United States
contenting itself with the mere
expression of "pious" hopes.
With the situation what it is in
China to-day, such a policy can
have little value.

BIG ARMS SEIZURE.

155 WEAPONS AND
50,000 ROUNDS.

A large seizure of arms and
ammunition was made by Re-
venue officers in the Hongkong
and Kowloon Godowns on
Monday morning. No less than
95 automatics and 60 Luger
pistols, together with 50,000
rounds of ammunition, were found
packed in fourteen cases in the
No. 22 godown.

They had been unloaded from
the O.S.K. steamer Amur Maru,
which arrived in port on Saturday
from Bremen and Hamburg via
Suva. All the arms were of
German manufacture and were
consigned to Hongkong.

DAY BY DAY.

SIN IS A STATE OF MIND, NOT
AN OUTWARD ACT.—Seuell.

Yesterday's health returns show
one case each of diphtheria,
enteric fever, paratyphoid fever
and cerebro-spinal fever. All
were Chinese.

A Canton report says that
General Hsu Sung-chi, the com-
mander-in-chief of the Cantonese
forces, has decided to establish
his headquarters at Kowloon
instead of Shuihing.

The Captain of the Chilean
steamer "Yueh Wah" complains
that his boat is always pestered
by sampans when he goes into
Saligon. They cover their numbers
with white rags, he says, and
refuse to take any notice of the
commands of the Chinese officers.

When Mr. H. H. Taylor ap-
peared before Mr. R. E. Lindell,
at the Police Court this morning,
on a charge of assaulting one of
his clerks at Messrs. Shawan,
Tomes & Company's offices, the
complainant, Mr. Louis Chan,
asked permission of his Worship
to withdraw the case. Accord-
ingly the summons was with-
drawn.

LANDLORD SUED.

TENANTS ALLEGE
TRESPASS.

The Han Tak Cheong firm,
tenants of No. 2, Winglok Street,
claimed damages for trespass from
the landlord, Wu Young Man-
hing, in the Summary Court this
morning, and the landlord cross-
claimed for possession.

Mr. E. S. C. Brooks appeared
on the tenants' behalf and the
landlord was represented by Mr.
Eldon Potter.

The case for the tenant was that
he was a trunk maker and dealer
residing at 2, Winglok Street. He
received a three months' notice to
quit dated January 31st, and on
May 1st workmen sent by the
landlord appeared on the scene
and erected scaffolding. The
scaffolding had caused the firm
to suffer considerable damage to
the business. Mr. Brooks
submitted that the landlord
was a trespasser and that the
notice to quit was invalid for
two reasons. The first was that,
being a pending notice, it came
under the 1924 Ordinance, and
the second that it did not
comply with the requirements of
the 1922 Ordinance in that the
exact nature of the reconstruc-
tion was not stated.

Mr. Potter said that the
question of the notice to quit
did not arise. He was prepared
to admit, so far as the action
for trespass was concerned, that
plaintiff was a statutory tenant
protected by the Ordinance. The
defence claimed that there was
no trespass.

His Lordship:—It is only a
question of the amount of
damages if any?

Mr. Potter, replying in the
affirmative, suggested that his
Lordship should accompany him
to Winglok Street. A view of the
alleged trespass, said counsel,
would be far more helpful than
hours of evidence.

After the visit to the house,
Mr. Potter submitted that the
erection of scaffolding alone did
not constitute trespass. If that
were so, a landlord would be
trespassing if he put up scaffolding
for the purpose of repainting the
front of the buildings.

Further argument ensued, and
His Lordship reserved judgment.
The action for possession is
proceeding.

A POLICE COURT CASE.

A fine of \$100 was inflicted by
Mr. R. E. Lindell to-day on the
landlord of Nos. 1-7 Lok Hing
Lane for attempting to evict the
tenants.

It was stated by Mr. Neville,
of the Public Works Department,
that though the landlord had a
permit to carry out only certain
minor alterations to the roofs and
window frames, he had proceeded
to have bamboo scaffolding and
mattings erected across the entire
front of these houses, ostensibly
to pull down the front walls. It
was a deliberate attempt to eject
the tenants.

TWO-MINUTE TALKS A Daily Tonic By ROBERT POWER

CONVALESCENT I

It needs weeks of convalescing far as physical movement is con-
cerned; but hours when the mind
is active. The present is affected
by the past; for those who have
gone down to the gates of the
grave feel solemnly the mutability
of this human life. Only the
brutish can refuse carefully to
review an existence which has so
nearly been terminated.

Perhaps, never do we realise
the tender bonds of family life
as in the period of convalescence.
When the crisis of the illness is
upon us, and we care not whether
we live or die, there is no realisation
of the unremitting care of
our loved ones. The night watch:
the patience to bear with peevish-
ness; the revelation of those gifts
of nursing which turn women into
"A ministering angel"—it is not
until convalescence comes that
all this is appreciated. Illness is
an acid test of professed love and
friendship.

In convalescence we begin to
appreciate afresh the little things
of life. The bunch of flowers
brought by a friend might pass
unnoticed in the full flush of
health. But during the idle hours
they are marked with a new
interest. The pleasures of read-
ing are tasted anew, and a new
delight found in books that have
long been tossed aside. Con-
valescence assumes a fresh savour,
for to those who mark time in the
rush of life there is nothing more
welcome than a chat.

In convalescence there will be
reflection. Strength is returning,
but not yet is the time for ming-
ling with the busy affairs of the
world or the life domestic. There
are hours of enforced idleness so
days happy and honourable.

HOME CRICKET.

Remarkable Tie on First
Innings.

London, May 27.

On the resumption of the
M.C.C. vs. South Africa match at
Lord's, the South Africans com-
pleted their first innings with 192,
Comanville compiling 39, not out.
Douglas took 6 for 65.

Marylebone scored 191 for 4
and declared. Russell knocked
up 45 and Hearn a similar figure,
Hendren contributing 44 not out.
The visitors compiled 90 for
the loss of one wicket, Taylor
being 50, not out; and the match
was drawn.

Surrey beat Glamorgan at
Swansea by 238 runs. For Surrey
Shepherd compiled 88 and 105,
and Jennings took 5 for 17 and 5
for 22.

Lancashire at Chesterfield beat
Derbyshire by an innings and
one run. Derby scored 146,
Parkin taking 7 for 59, and in the
second innings scored 40, Parkin
taking 3 for 6 and R. Tyldesley 5
for 30. Lancashire scored 187.

Yorkshire beat Notts at Brad-
ford by three wickets. Rhodes in
the second innings took 5 for 30.
For Notts, Staples in the second
innings of Yorkshire took 5 for
22.

Leicestershire at Leicester
defeated Hampshire by four
wickets.

Sussex at Ilford beat Essex by
three wickets. For Sussex, Tate
in the first innings took 7 for 45.

Worcestershire draw with
Warwickshire at Birmingham.
Worcester leading on the first
innings. Warwick in their first
knock scored 84, Root taking 7 for
33, and in the second 254 for 8,
when they declared. Worcester
scored 165, and 48 for 8.

Kent and Somerset at Black-
heath tied on the first innings.
Somerset scored 188 and 188 for
9, and declared. Kent scored 188,
and 12 for 0. They got two points
each.—*Reuter.*

THE BRITISH BUDGET.

Hopes for Next Year.

London, May 27.

The House of Commons agreed
to the second reading of the
Finance Bill without a division.

Mr. Snowden, replying to the
debate, opined that they would
be able next year, by further
economies, to finance the Govern-
ment's social reform programme
without at any rate a heavy
increase in taxation. He believ-
ed the present Budget provided a
sound economic basis on which
next year the Government would
be able to build an even more
satisfactory structure.—(Minis-
terial officers).—*Reuter.*

DISASTROUS STORMS.

SEVERAL AMERICAN
TOWNS SUFFER.

Big Death Roll Reported.

Jackson, Mississippi, May 27.
A series of heavy storms have
swept over sections of Southern
Mississippi, and hitherto eleven
persons have been killed
and 24 injured. Serious damage
has been done.—*Reuter's American
Service.*

New York, May 27.
Reports from the Mississippi
and neighbouring States show
that the storms which swept over
the country severely damaged
seven towns and villages. Two
families have been wiped out,
while they slept in their homes,
which were demolished. It is
estimated that 35 persons have
been killed and 70 injured.
—*Reuter's American Service.*

ITALY AND BRITAIN.

Cordial Speeches Exchanged.

London, May 27.

The Italian sovereigns, with
the Prince of Piedmont and
Princess Mafalda, had an en-
thusiastic welcome to the city
to-day, when they were presented
with a golden casket at a
luncheon in the Guildhall, where
there was a brilliant scene. These
present comprised twelve British
Royalties, the Premier, Cabinet
Ministers, distinguished soldiers
and sailors and other prominent
persons, including Maharajah
Kapurthala.

The banquet hall was pro-
fusely decorated with pink roses
and the British and Italian flags.

Replying to the Lord Mayor's
toast, King Victor Emmanuel
expressed his warm thanks,
especially to the Prince of Wales,
for attending the ceremony. He
declared the Italians would
warmly appreciate the Lord
Mayor's tribute to Italian co-
operation in the war. Italy
earnestly desired to proceed,
united to the noble British nation,
along the paths of progress and
civilisation.—*Reuter.*

TURKEY BUYS AEROPLANES.

Constantinople, May 27.

The Turkish Council of Com-
missaires has sanctioned the
purchase of sixteen Breguet
aeroplanes from France.—*Reuter.*

OLYMPIC "SOCCER."

Paris, May 28.

Holland beat Rumania by six
goals to nil in the Olympic
"soccer" match.—*Reuter.*

BUS DRIVERS' TRIAL.

* TO-DAY'S EVIDENCE.

The trial of the two motor bus drivers, Li Kam and Lo Shang, who are charged with manslaughter, was continued at the Criminal Sessions this morning.

The Attorney General, Hon. Mr. J. H. Kamp, K.C., conducted the case for the Crown and Mr. Campbell Prosser defended. Prisoners were the drivers of motor buses which collided on a bridge near Castle Peak on April 4th, and as a result of the collision four passengers were killed and many others injured. The prosecution alleged that prisoners were guilty of negligence.

Kong Kan-chuen, a school-master, recalled, told Mr. Prosser this morning that when he sighted the approaching car they were each about 100 yards from the different ends of the bridge. When the bus he was in was 20 yards away the approaching one was a similar distance from the bridge.

The manager of the Bus Company said he personally examined both vehicles involved in the collision on the morning of the accident. The brakes were in order, and if they were out of order when examined afterwards it must have been due to the collision. He took the buses up the hill leading to Lai-chikok and tested their brakes on the return journey.

Sergeant Stimson, replying to Mr. Prosser, gave it as his opinion that, considering the extent of the damage and the position of the buses, they must have been doing about 35 miles per hour.

Mr. James Smith, acting mechanical engineer of the Kowloon-Canton Railway, deposed to examining the two buses at 6.15 p.m. He described the damage to each bus and went on to say that the foot brakes were out of order and would not act no matter how far the pedal was pushed, and the hand brake although in order did not appear to have been used.

Mr. Prosser, in cross-examination, suggested that no man walking the streets of Hongkong, or anywhere in this world, outside a lunatic asylum, would go out without having either the foot brake or hand brake in working order.

Mr. Smith: And yet they do.

In reply to further questions, witness said the car could be stopped without brakes by using the engine as a brake. He took an hour and a quarter over his examination. There was no damage to the chassis as far as he could see.

Questioned by His Lordship, witness said that it was decidedly not a sign of good driving when in a tight corner to rely on the foot brake alone, even had it been in working order. The hand brake should be equally as efficient as the foot brake.

THE DEFENCE.

Lo Shang, driver of No. 1204, went into the box and said he first sighted the other bus a little over 40 yards away. He was slightly nearer the bridge than the other car. As he continued he noticed that they looked like meeting on the bridge, and he slowed down. The collision occurred just as the front of the car passed the bridge and it occurred, he said, because the oncoming car swerved towards him. He considered he had the right of way. The accident would never have happened had he (witness) not slowed down. He used his footbrake only that day because it was sufficiently strong to stop the car. It was strong in the morning, but gradually got weaker. At his last stop before the bridge he pulled the car up in six yards.

Later witness admitted that he used his hand brake several times during the day, though only when he wished to stop the car altogether.

The case is proceeding.

AMERICAN GYPSY KING.

George Adams, a 16-year-old Yankee boy becomes king of all the gypsies in America when he marries Katherine Williams. At an assemblage of 2,000 gypsies, some of whom motored from distant parts of the country to Woodland, Cal., their betrothal was announced. According to gypsy custom, he did not kiss his fiancée. Adams, a Chicago walf, is the adopted son of Queen Julia Williams, ruler of 560 families. When he attains his majority he will succeed his foster mother, become king and marry.

HOSPITAL BOAT PIRATED.

MISSIONARIES KIDNAPPED.
(Our Own Correspondent).

Wuchow, May 27. The hospital boat Roanoke has been pirated on the Fu River above Chingling. The Revs. Jaffray, Miller and Carno of the Wuchow Alliance, and the Rev. Rex Ray of the Baptist Mission have been kidnapped.

PROPERTY OWNERSHIP.

CHANGES SHOULD BE REGISTERED.

During the hearing of a case at the Kowloon Magistracy this morning, in which a Chinese was summoned for not complying with a P.W.D. notice to demolish an illegal shed, the defendant said he had already sold the place and that he was no longer responsible.

His Worship (Mr. E. W. Hamilton) remarked that changes of ownership of property should be registered and it was a waste of time to the Magistracy and to the officers in charge of the case. He thought there ought to be a way to prosecute persons who did not register change of ownership. The defendant was discharged.

H. M. THE KING'S BIRTHDAY.

PARADE OF LOCAL TROOPS AND VOLUNTEERS.

There will be a ceremonial parade of units from the local garrison and Defence Corps on June 3rd, in celebration of the 58th birthday of H. M. King George the Fifth. The troops will be in position on the Hongkong Cricket Club ground by 9 a.m., and will fire a feu de joie. A saluting battery will be furnished by the H.K.S. R.G.A., who will fire a Royal Salute from Murray Parade Ground.

The following detachments will form the parade:—

One hundred rank and file of the Royal Navy, 50 Royal Marines, 50 Royal Artillery, 50 Royal Engineers, 200 of the East Surrey Regiment, 50 of the Hongkong Volunteer Defence Corps, 100 H.K.S. Royal Garrison Artillery, and 150 Bombay Grenadiers.

BILLIARDS.

HO KOM TONG CUPS.

Last night in the last game of the third round for the Ho Kom Tong Cups at the Palace Hotel, Mr. A. J. Osmund gave a fine exhibition of billiards. Osmund (325) and Balehin (170) were in opposition. The latter started in a very confident manner and spectators opened their eyes and expected to see Osmund put to the test, but the game had not proceeded far before Osmund got the balls to his liking and compiled a beautiful 124, mostly from losing hazards. From this point Balehin did very little, Osmund occupying the table most of the night. It took him one hour and twenty minutes to complete the game, he having to score 575 points. His chief breaks were 124, 76, 66, 65, 37, 35, 21, 20, 18, 15, 15. Balehin could only manage 25, 14, 13 and did not rub off his handicap points, scoring only 123.

THE SEMI-FINAL.

A good game ought to be witnessed to-night in the semi-final, Mr. L. Antonio (—125) meeting Mr. E. Spry (—125) at 9 p.m.

To-morrow night Mr. A. J. Osmund will meet Mr. F. E. Silva.

THEN, AND NOW.

Mr. James Reeve, of Hanwell writes to a Home paper: As a lad, sixty years ago, a "Punch" cartoon got fixed in my memory: "Give it him, Pam!" A short, plump statesman was swinging a Chinaman by his pigtail whilst he whipped him unmercifully, to show British approval of Palmerston for making war on China because she objected to her subjects being doped by British smuggled opium. It shows that— if slowly—we do progress. Chang will serve his sentence and China will not wage war in his defence.

ENGLISH MUSIC IN GERMANY.

Unique Concert Tour.

A concert, unique in Berlin music annals, was given recently in the Bechstein Hall under the auspices of Mr. Gerald Cooper and Mr. Olive Carey (member of The English Singers), the programme consisting of chamber music and solos of the fifteenth to the seventeenth century. The concert music was rendered by Prof. Havemann's Quartet, while Mr. Carey was responsible for the vocal part.

"In Nonino," by Parsons, was followed by Dowland's equally beautiful "Lacrimae, or Seaven Teares," and a lovely anonymous Suite of the seventeenth century completed the first half of the programme. The second half was devoted exclusively to Purcell, several of his works being enthusiastically enjoyed. Mr. Carey's beautiful baritone, and the perfect artistry that distinguishes his singing, were displayed to best advantage in "Yo Twice Ten Hundred Dainties" and in arias by Graeven, Baiton, and Nicholson. The picked musicians of the quartet rendered wholeheartedly into their work with excellent results.

Mr. Olive Carey gave the following evening in the same hall a recital which proved one of the most enjoyable concerts of the entire season. Purcell, of course, had a conspicuous place in the programme, being represented by "Let the Dreadful Engines" and "Richmond Hill" Vaughan Williams' beautiful cycle, "Songs of Travel," met with distinct approval, and the singer's own dainty little composition, "Melillo," was redemanded, as was also the amusing song, "Twenty, Eighteen."

From Berlin the two English artists proceed to Stockholm; they have already given a concert, with the same programme, in Holland.

AN INDIAN EPISODE.

Men Attacked by Bear.

Mr. E. H. Robertson, until recently professor of Civil Engineering of the Bengal Engineering College, Silpur, was brought to Calcutta to-day from Hazaribagh suffering from severe injuries as the result of being attacked by a bear in that district, says a Calcutta message of April 25. Mr. Robertson retired from the college about six weeks ago and joined the Calcutta firm of Messrs. Anderson Wright and Co. and it was while prospecting for coal in the new Bokaro coalfield that he met with the dreadful experience. He appears to have jumped over a rock into a nullah when he came face to face with a cave containing a she bear and two cubs. The bear immediately attacked Mr. Robertson who did his best to defend himself with umbrella and tepee. The attack was suspended when one of the cubs ran off in another direction but the other cub seized Mr. Robertson by the foot causing him to trip while the bear soon returned and seized his head in her jaws but suddenly desisted from attack and made off.

The Indian clerk who was with Mr. Robertson was knocked over but apparently not seriously hurt, while the coolie who was carrying an axe fled. Mr. Robertson who was seriously hurt in the head, hand and foot, made his way back to his camp. His injuries were attended to locally and he was brought to Calcutta and taken to hospital. His condition is understood to be free from danger.

KING'S MAUNDY MONEY.

The ancient tradition of the distribution of the Royal Maundy was carried on at Westminster Abbey last month. In accordance with custom, the number of recipients, selected from the aged poor, was 59 of either sex to correspond with the age of his Majesty on his next birthday. While some of these were too infirm to be able to attend more than half were present. The Duke of York, with the Duchess, attended the service, being formally received with bouquets; they were then conducted to seats in the Dean's stall. The American Ambassador and Mrs. Kellogg were also present.

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TWO HORSES IN ONE RACE.

Questions of a Declaration.

The Times publishes the following:— During the flat-racing season of last year we published some articles by our Racing Correspondent commenting upon the practice of owners running two horses in the same race without making a declaration as to the one with which he intends to win. One of the races under review was the Coronation Stakes, where the two horses in question were Paola and Teresina, owned by his Highness the Aga Khan and trained by Mr. R. C. Dawson. In this race Teresina carried Aga Khan's first colours and Paola his second colours; Teresina was his favourite, but Paola won, and Teresina finished second.

Our correspondent expressed the opinion that the owner would have been well advised from the public-point of view to have run only one of the horses, but he had no desire to suggest that the result was anything but unfortunate. The Aga Khan and Mr. Dawson, however, thought that the article impugned their "good faith and integrity." We desire to correct that impression. The Aga Khan is a very good friend of England, and a welcome and honoured patron of the Turf in this country. The success of Mr. Dawson's career as a trainer is sufficient testimony to the trust which is reposed in him by the racing community.

We trust that this explanation will remove any misunderstanding which may have arisen in the minds of any of our readers. We however, adhere to the view that where an owner runs two horses in the same race he should in the interests of the public, make a declaration.

NEW GUNS.

French Artillery Development.

Important experiments are being carried out at Bourges under the auspices of the French Army with a view to developing a new plunging fire mortar for infantry use to replace the present Stokes gun. A large number of models manufactured both in the national arms factories and by private firms are being tested with a view to securing a gun for trench use that shall combine the various qualities of lightness of weight, mobility, and precision, and shall be at the same time without superstructure, transportable in a very small number of parts, and able to throw to a distance of 2,000 metres a projectile charged with sufficient explosive to destroy the objective fired on.

It is understood that the French Government is also focussing its attention on the development of a new anti-tank gun, and is working out a new gun for use against armoured aircraft. Both these guns, it is stated, are designed for use by the infantry arm.

NEW MODE OF PROGRESSION.

Propellerless Aircraft Possible.

The idea of propelling air or marine craft without screws, but by the reaction caused by a jet of fluid directed rearwardly, is not new, and is based on the mode of progression of certain sea creatures. Hitherto such a scheme, however, has been considered not promising from the point of view of efficiency. Now a French inventor is reported to have overcome the main difficulties connected with it, and to have succeeded in eliminating even a special compressor. It is stated that an experimental machine has been completed, and has given such encouraging results to induce the French Air Ministry to order a dozen more to be built.

In ordinary aircraft the energy of propulsion is derived in the first place from the expansion of hot gases in the combustion chamber of the engine, the power developed by which is coupled to an airscrew which creates a rearward flow of air, the slipstream, and the reaction of the slipstream against the propeller blades being regarded as the source of propulsive effort. But by letting these gases escape from the combustion chamber immediately after ignition in the direction towards the rear of the aircraft a forward propulsive effort could be obtained which would be theoretically proportional to the whole of the energy liberated during the act of combustion. In practice one would scarcely expect a very powerful effect from such a rearwardly directed jet of hot gases. Yet it must be borne in mind that in steam turbines, which are built in units of many thousands of horse-power, the energy is produced in substantially the same way, by a jet of steam under high pressure impinging on the blades of the rotor.

In the French invention apparently the injector action of the rearwardly directed jet of gases of combustion is used to force air into the combustion chamber. It would seem, however, that some mechanical contrivance would have to be used for increasing the pressure of the air from the injector, because the air must be forced into the combustion chamber against the same pressure that is behind the propelling jet, and the injector can scarcely induce this pressure directly. From reports at present available it is not indicated how this problem has been solved.

MRS. HILTON PHILLIPSON, M.P. Mrs. Hilton Phillipson denies the rumours that are abroad that she may resign her Parliamentary seat in the near future. She states that she will certainly continue to represent Berwick until the next General Election, but she has not decided yet whether she will then offer herself for re-election. She is meeting the local Conservative Association at an early date and the matter may then be further considered, but so far no decision of any kind has been arrived at.

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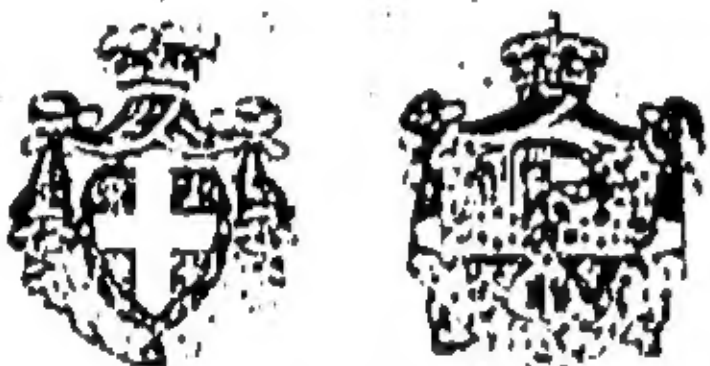
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CAMERA NEWS



Scenes on board the new cruiser Trenton when it was
commissioned recently at Philadelphia. Inset are (left)
Captain F. G. Kalbfus, who will have command, and Captain
M. E. French of the Philadelphia Navy Yard.



Interesting episodes that marked the opening of the 1924 baseball season. At right,
President Coolidge officially gives birth to the new season at Washington by tossing a ball
from the grandstand at the capital. At left, Frankie Frisch, now captain of the Giants, as
he stepped up to bat for the first time. In the centre, an action picture showing Neils, of
Brooklyn's Robins, safe at second on a two-base hit—a costly one for the Giants.



Soldier of the foreign legion being carried off the field
by Spanish comrades after a skirmish with Moorish rebels.



First picture of King
Fuad, recently appointed
to Egypt's throne, as he
appeared, surrounded by
royal appointments at the
inauguration of the Egyptian
parliament.



The "suitcase crib," utilized by Dr. and Mrs. Charles H.
Lewis, who thus took their four-month-old baby boy to
America from Vienna. Customs officials at New York were
amazed upon opening the suitcase and finding its contents.
Dr. Lewis is an obstetrician of Los Angeles.



Mary Jane Clark, 17, was selected by the Cleveland
Press, as the most beautiful girl in the city. She has
brown hair and brown eyes. This combination, judges
thought, will make it difficult for other contestants at the
Atlantic City beauty pageant to win.



Clarence H. DeMar, who
looms as an important
Olympic games figure as
the result of the showing
made at the Boston Mar-
athon when he broke both
Olympic and American
games records for a 26 mile
380 yard run.



Here is Edna Beauthor of Logan, U.S.A., said to be the
world's youngest girl evangelist. She's 15 and has been
preaching throughout Ohio, Indiana and West Virginia for
four years.

BUICK'S MESSAGE to the INDUSTRY

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Buick's responsibility to the industry has likewise assumed very definite form. In addition to improving constantly car construction and design, Buick has bent every effort towards the originating and developing of mechanical improvements that would react not only to Buick's benefit, but would provide a definite contribution to the industry as a whole.

How fully the public recognizes the consistency with which Buick has lived up to its responsibility is manifested by the fact that for the sixth consecutive year Buick occupies first place at the National Automobile Shows—a position awarded upon volume of business. On this particular occasion, Buick renews its pledge—that it shall maintain, with all of the tremendous resources at its command, Buick's position as the Standard of Comparison.

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"CHEAP AND VULGAR"

"Q" On the Byron Centenary.

Sir Arthur Quiller-Couch, writing in the *Western Morning News* and *Mercury* last month, is somewhat critical of the Byron Centenary. He says:—

"If there had been a general sense that Byron was coming into his own I should trust this centenary more than I do. I should be very glad to think that this revival of interest was a recognition at length of what he did in poetry, and not merely curiosity about the man and the scandal."

"Byron's reputation has always been higher among foreigners than among his own countrymen. This is probably due to two very dissimilar causes, the first cause being that he stood first in the imagination of revolutionary Europe as a leader against tyranny, but tyranny of thought. The second cause is that Byron had a defective ear for rhythm and the music of poetry, and the foreigner has an equally defective ear. That really is it. English lyric, especially since Shelley, instructed it, is delicately appreciated by English scholars, to whom Byron's verse, so far as its melody goes, as it too often is, both cheap and vulgar."

any centre in India, as may be necessary. When the Indian Imperial Station is in operation, it must be capable of simultaneous communication in two directions, say, to Australia and the United Kingdom. Although the normal route for traffic between Australia and England will be direct occasions will arise when direct working is not practicable. India will then have to act as a link or relay station. The demonstration shows that any delay to traffic through re-handling in India can be avoided, since no such re-handling will be necessary. In many respects the Madras-Rangoon circuit may be looked upon as a miniature of one of the routes, which it is hoped the Indian Imperial Station will ultimately provide, and, therefore, that circuit can afford very valuable experience, from which the design and operation of the Imperial Station must undoubtedly benefit.

GOOD CONTACT.

An Important Point.

I am not sure that amateurs fully realize the importance of perfect metallic connection in every part of a receiving set, writes Sir Oliver Lodge in *Popular Wireless*. When there is plenty of power, as when one is listening to a station in the neighbourhood, any kind of contact suffices. But to get the benefit of refined and accurate tuning, for distant stations, we ought to realize that a tuned response

RADIO NOTES AND NEWS.

The Outlook in the Indian Empire.

In an interview with a representative of the *Madras Mail*, Commander Nicholson, Director of Wireless with the Government of India, said he was hopeful about the future of wireless in this country. Though there had been much regrettable delay in the past two years, by the end of the year something really tangible in telegraphy and telephony in India should be accomplished. The great success of the Madras-Rangoon wireless service at a comparatively small cost showed what could be done in telegraphy. Bombay and Calcutta had formed radio clubs and Madras should follow suit. The Government were only too anxious to do everything to encourage radio clubs. As a result of the recent conference in Delhi a scheme had been drawn up and circulated to the Local Governments for their urgent consideration. The broadcasting of news would be by agreement between the broadcaster, the news agency and the newspapers. The transmitting company would be permitted to broadcast Reuter or Associated Press messages by arrangement with local journals. A recent test showed that the operation of the wireless station in Madras by Baudot operators in the Central Telegraph Office, Bombay, is perfectly feasible, and vice versa the Baudot system in Bombay could be operated from Madras. This has a distinct bearing on the organization of the world-wide station in India, since it shows that the overseas wireless route can be brought into direct touch with

begins with exceedingly small E.M.F.

The whole point of tuning is that response begins with infinitesimal sargings, which, if of the right frequency, will work up by resonance to a substantial magnitude, and that if the initial infinitesimal sargings cannot occur, there is nothing to work up, and there will be no response. Whenever we are dealing with very small E.M.F.'s, as for instance in thermo-electric currents, perfect metallic connection is necessary. An E.M.F. of a volt or two is able to break down a thin insulating film, such as impervious coat of oxide, and establish connection after the manner of a coherer; just as an E.M.F. of 100 volts can jump across a microscopic interval, while 3,000 volts can give a millimetre spark—that is, can jump across a coarse interval of anything short of a millimetre.

But when we are dealing with the hundredth or the thousandth, or even the millionth of a volt, no such facility exists. And yet the initial sargings from a very distant station must begin at even less than the millionth of a volt. The slightest imperfection of contact therefore is sufficient to check the initial response and give tuning no chance. The wonder is that a conductor responds at all to extremely minute force. The fact that it does, shows that some of its electrons must be free from the atoms and able to be directed by the slightest suggestion of a force, as they are no doubt in a vacuum bulb.



Radio sermon in a Massachusetts church.



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joint are always liable to give trouble; and some of the stray noises and capriciousness from which amateurs are said to suffer can frequently be traced to this source. It is really easier to avoid troubles of this kind than to detect them when they occur.

For purposes of sending, there is no trouble of that kind. The E.M.F.'s are then big enough to break down obstacles. But for refined tuning every part of the aerial and every detail of the set

should be thoroughly well joined up.

And if sliding contacts are used the binding or clamping should be firm enough to prevent accidental disarrangement. A gentle tap breaks contact in a coherer, as everyone who used to work with such things was well aware; and it takes an electric impulse of finite magnitude to restore connection. No such breaks should be allowed by anyone who desires perfect reception.



The captain undoubtedly played a good game of bridge, but it depended greatly on the hand he held.

A PAGE FOR THE KIDDIES.

SALESMAN SAM



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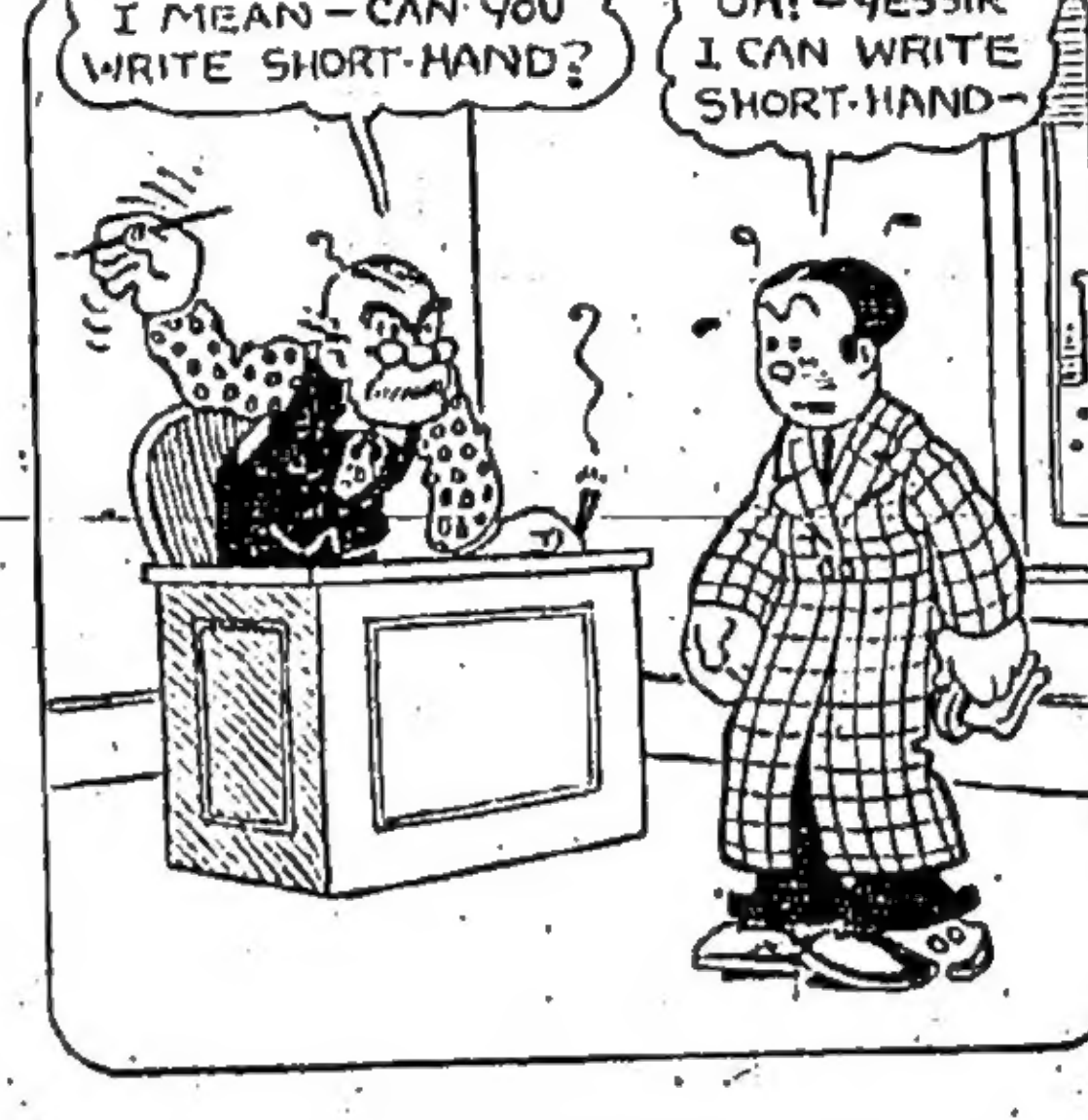
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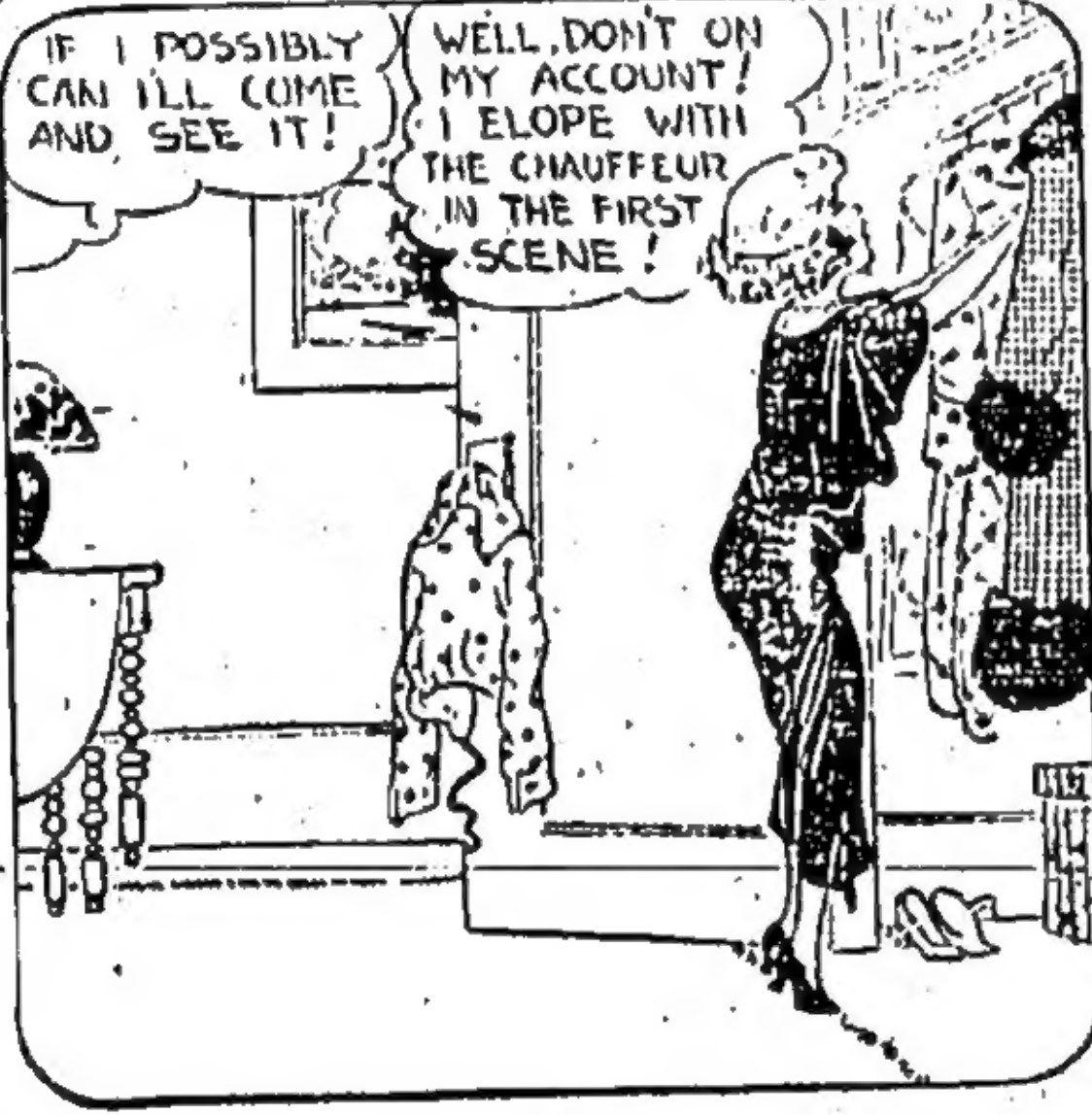
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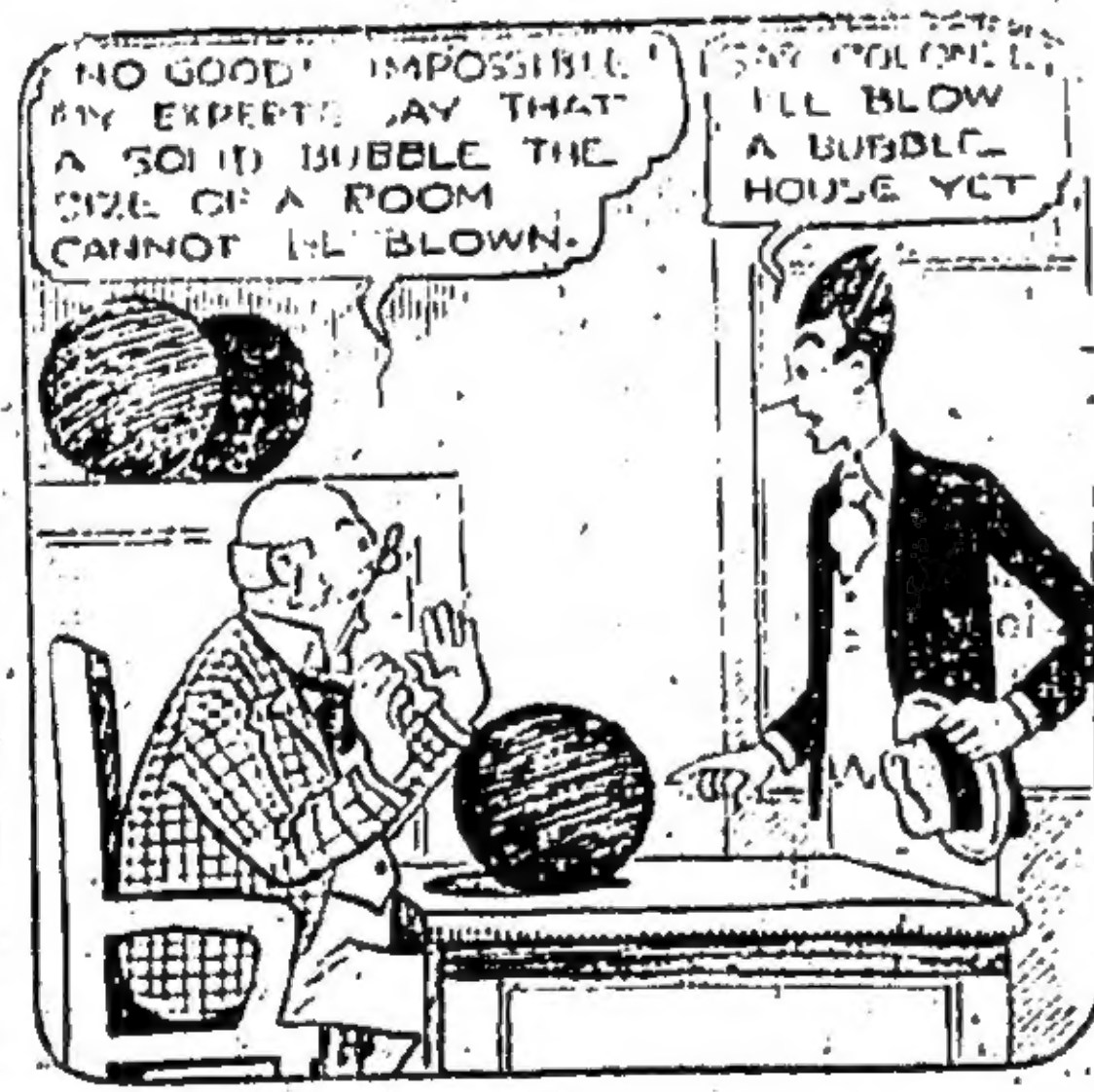
BOOTS AND HER BUDDIES



Ernie's Just a Cut-Up

By Martin

ADAM AND EVA



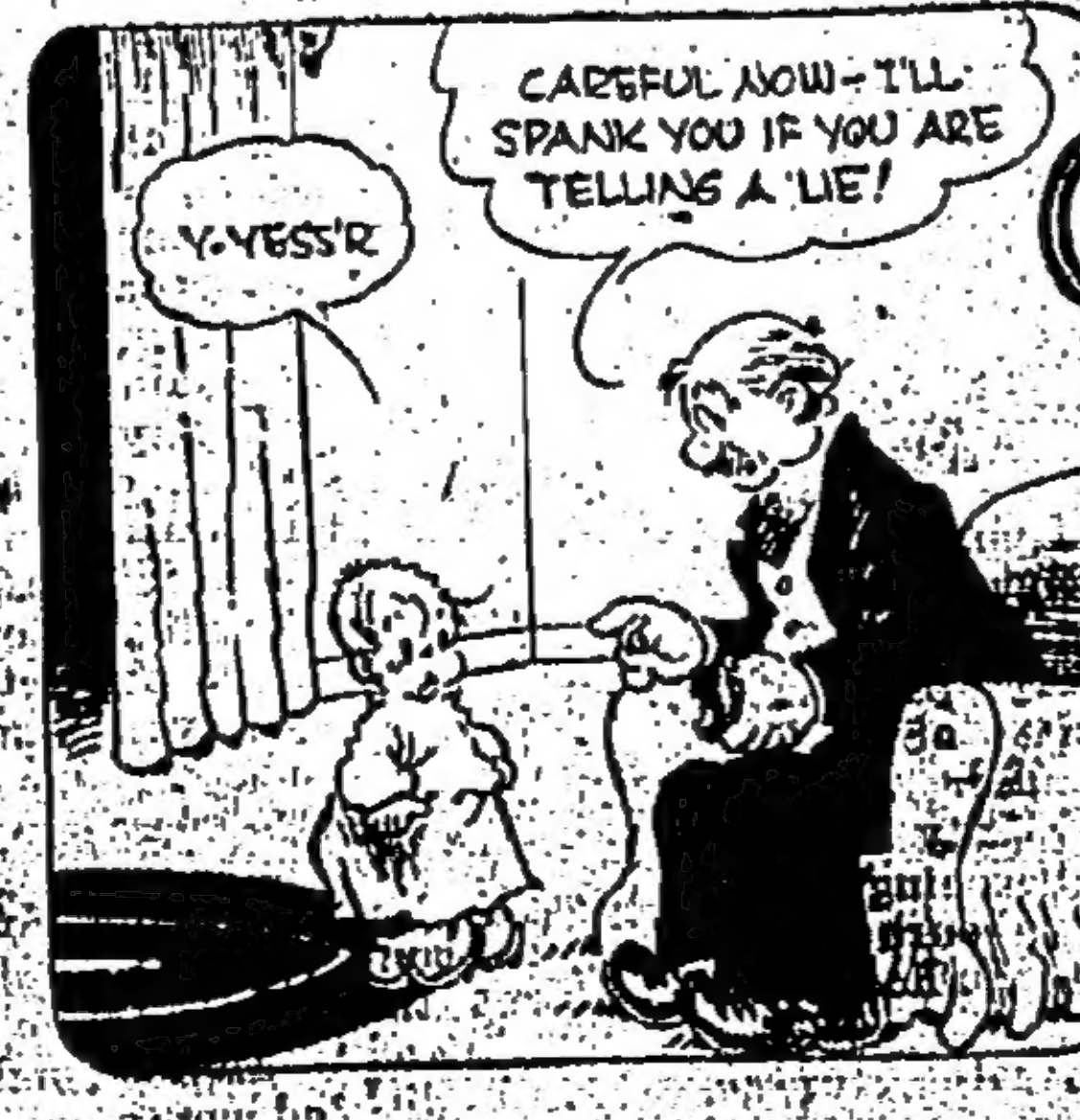
Oh, Colonel!

By Cap Higgins

FRECKLES AND HIS FRIENDS

Tag Always Asks His Mother

BY BLOSSER



FUNNY STORIES.

Sounds Reasonable.

Watts: "By the way, who is the patron saint of fishermen?"
Potts: "It isn't Ananias, is it?"

Necessities.

Venerable Archdeacon: "Now, my dear children, I will ask you a few questions on your Catechism. Which of you can tell me the two things necessary in baptism?"

Little Girl: "Water."
"Quite right, water is one thing, and what is the other?"
What! Can none of you think what else is necessary? Well, little girl, what do you say?"
"Please, sir, a baby!"

Just a Hint.

At the Battle of Trafalgar two Scots, mess-mates and cronies from the same village, happened to be stationed near each other when the celebrated signal was displayed from the admiral's ship. "Look up and read, Jock," said one to the other. "England expects every man to do his duty" - not a word for puir auld Scotland!"

Jock cocked his eye at the flag, and turned to his crony. "Man Geddie, is that a' your sense?" he asked. "Scotland kens wool enough that her bairns will do their duty; that's just a hint to the Englishmen."

A Famous Name.

He: "There's nothing very striking about that little man over there, is there?"

She: "No."
He: "And yet that man's name is absolutely famous."She: "Really!"
He: "Yes, his name would be known wherever you were to mention it."She: "Good gracious! What- ever is his name?"
He: (edging away) "Smith."

Got Her Own Back.

Mrs. Youngwife: "How are the tarts, George?"
Youngwife: "A trifle heavy, dearest."Mrs. Youngwife: "And the soup?"
Youngwife: "Too much seasoning in it."Mrs. Youngwife: "And the duck?"
Youngwife: "Done a little too much."

Mrs. Youngwife: "I'm so sorry, dear, that your dinner does not suit you - your mother prepared it."

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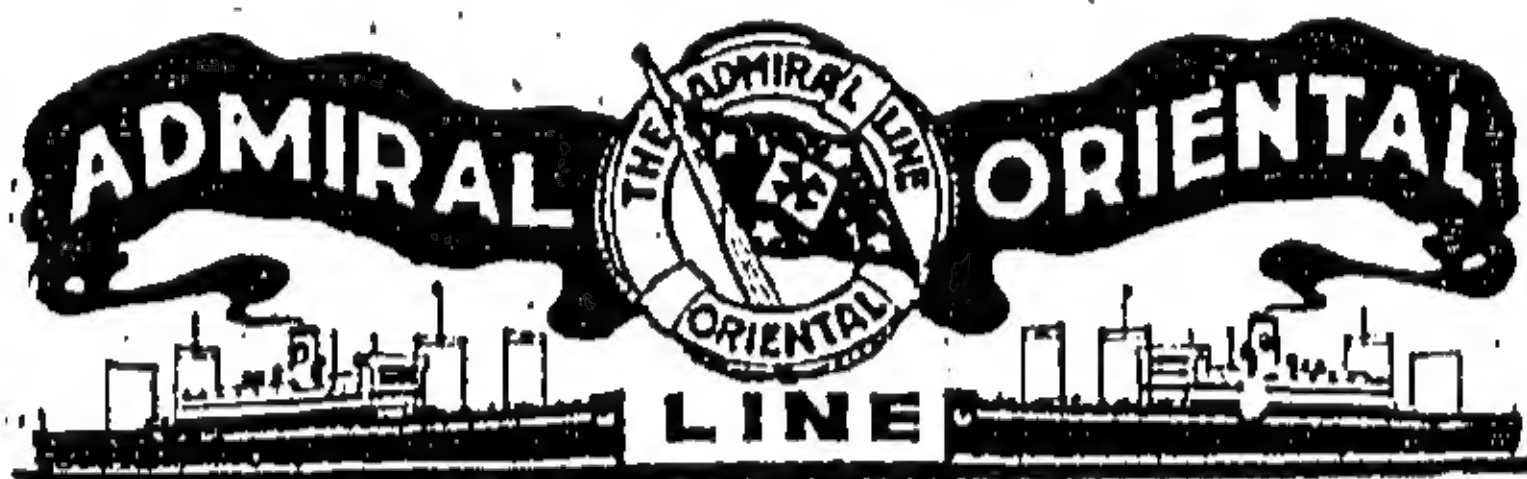
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FOR SAN FRANCISCO & SAN PEDRO.

Through Bills of Lading to all United States and Canadian Overland Points and Havana.

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor.
Tel. C. 2477, 2478 & 795. No. 4 Des Voeux Road.
CABLE ADDRESS "DOLLAR"

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.

REDUCED FARE TO EUROPE

\$120-\$112-\$110

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

Steamers. Tons. Leave Hongkong.

JENYO MARU From Yokohama June 12, 20,000 May 28.

KOREA M. From Yokohama June 12, 20,000 May 28.

SHINYO MARU From Yokohama June 12, 20,000 May 28.

SIBERIA MARU From Yokohama June 12, 20,000 May 28.

TAIYO MARU From Yokohama June 12, 20,000 May 28.

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,

MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

Steamers. Tons. Leave Hongkong.

SEIYO MARU 14,000 June 12.

RAKUYO MARU 18,500 July 19.

Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.

For Full information regarding passengers, freight and sailings Apply to:-

Agents at Canton. Y. TSUTSUMI, Manager.

Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,

BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY 14th July.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

ISLA DE PANAY 23rd June.

The steamers of this Company are classed 100 All at Lloyd's

and are fitted with every modern convenience for comfort and safety

of passengers Stewardess and Doctor carried.

For particulars of freight or passage apply:-

BOTELO BROS.

(Tel. 1531) Alexandra Buildings, Hongkong.

O. D. BARRETTO. 28 Central Avenue, B.C., Canton.

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. KASAMA via Suez Canal 31st May.

S.S. DIOMED via Suez Canal 11th June.

S.S. MENELAUS via Suez Canal 21st June.

S.S. CITY OF SHANGHAI via Suez Canal 1st July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON: HOLYOAK, MESSY & Co., Ltd., CANTON

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Via Continental Ports.)

"DARDANUS"	2nd June London, Hull, Rotterdam & Hamburg
"LAOMEDON"	9th June London, Rotterdam & Hamburg
"MENTOR"	16th June M'los, London, Rotterdam & Hamburg
"LYCAON"	30th June London, Rotterdam & Hamburg

LIVERPOOL & GLASGOW SERVICE

(Via Continental Ports)

"CALCHAS"	3rd June M'los, Havre, Liverpool & Glasgow
"NINGCHOW"	20th June Genoa, M'los, Liverpool & Glasgow
"DEMODOCUS"	1st July M'los, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"ACHILLES"	23rd June Victoria, Seattle & Vancouver
"PHILOCTETES"	11th July Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez)

"DIOMED"	11th June Boston, New York & Baltimore
"MENELAUS"	21st June Boston & New York
"CYCLOPS"	11th July Boston & New York

PASSENGER SERVICE

"ANCHISES"	15th June for Shanghai
"MENTOR"	16th June for Singapore, Marseilles & London
"ANCHISES"	14th July for Singapore, Marseilles & London
"TEIRESIAS"	11th Aug. for Singapore & London
"SARPEDON"	9th Sept. for Singapore, Marseilles & London
"PATROCLUS"	21st Oct. for Singapore, Marseilles & London

For Freight and Passage Rates and all information Apply to:-

BUTTERFIELD & SWIRE
AGENTS

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.
AGENTS

4, Des Voeux Rd. C. H.K. & Shanghai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.	
U.S.S.B. "West Chopaka"	Due Hongkong 31st May
	Leaves Hongkong 3rd June
U.S.S.B. "West Carmona"	Due Hongkong 12th June
	Leaves Hongkong 14th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

For Manila, Cebu & Zamboanga.

U.S.S.B. "West Cajoot"	Due Hongkong 2nd July
	Leaves Hongkong 4th July

For Saigon, Singapore, Zamboanga, Cebu & Manila.

U.S.S.B. "West Montop"	Due Hongkong 8th June
	Leaves Hongkong 11th June

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

STRUTHERS & BARRY.
L. EVERETT. 1st Floor Queen's Building.
General Agent for Phone Central No. 3008.
Japan-China-Philippines. G. P. BRADFORD, Res. Agent.
Indo-China-Straits & Java.

CONSIGNEES.

NOTICE TO CONSIGNEES
SERVICES CONTRACTUELS
DES MESSAGERIES
MARITIMES.

The Steamship "SI-KIANG"
Consignees of Cargo from
Dunkirk, Antwerp, London &
Manchester.

In connection with above
Steamer are hereby informed that
their goods with the exception of
"Plum, Treasure and Valuables"
are being landed and stored at
their risks into the Godowns of
the Hongkong Kowloon Wharf
and Godown Co., Ltd. Kowloon,
whence delivery may be obtained
immediately after landing.

Optional Cargo will be forward-
ed on unless intimation is receiv-
ed from the Consignees before
noon to-day requesting it to be
landed here.

Bills of Lading will be counter-
signed by the Undersigned. Goods
remaining unclaimed after the
28th. inst. at Noon will be
subject to rent and lading
charges.

All claims must be sent in
to me on or before the 2nd. June
1924 or they will not be re-
cognized.

All damaged packages will be
examined on Wednesday the
28th. inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been
Effectuated.

R. RODENFUSER,
Acting Agent.
Hongkong 22nd. May 1924.

NOTICE TO CONSIGNEES

The Steamship

"BOITON CASTALE"

From NEW YORK.

CONSIGNEES of cargo are
hereby informed that all
Goods are being landed at their
risk into the Godowns of the
Hongkong and Kowloon Wharf
& Godown Company, Ltd., at
Kowloon, whence and/or from
the wharves delivery may be
obtained.

Optional Cargo will be forward-
ed unless notice to the contrary
be given before 24th. inst.

No claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 30th.
inst. will be subject to rent.

All claims against the steamer
must be presented to the under-
signed on or before the 9th prox.
or they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the
Godowns, where they will be
examined on the 30th inst. at 10
a.m. by our surveyors Messrs.
Goddard & Douglas.

No Fire Insurance has been
effectuated.

Bill of Lading will be counter-
signed by:-

DODWELL & CO. LTD.

Agents.

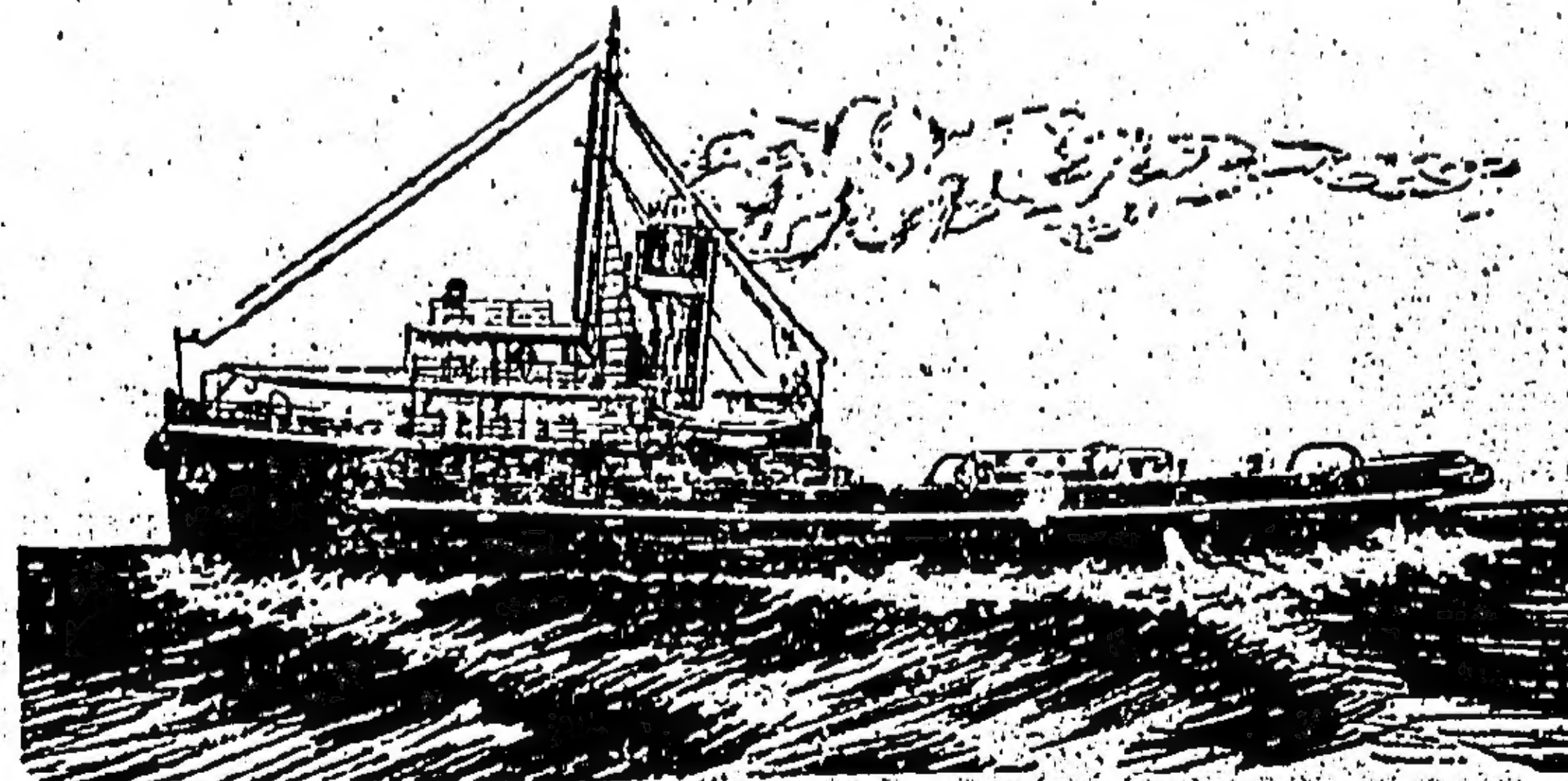
Hongkong, 24th. May, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Edition,
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong
for their own service, 1921. Length 126' B.T., Breadth 34' (m), Depth 17' (m), T.H.P. 2000.
Fitted with electrically driven submersible and centrifugal pumps, air compressor, winches,
searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager

R.M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

Shipping to Europe, Australia, and other Ports.

& O-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Borneo, Ceylon India, Persia Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
HIWA	9,097	31 May/1st June	M'les, London & Antwerp
LIPORE	5,273	3rd June	Manila, Singapore & B'bay
CILIA	6,813	11th June	S'pore, P'ang, C'bo & B'bay
ASHGAR	8,840	14th June	M'les, London & Antwerp
OREA	10,911	28th June	S'pore, P'ang, C'bo & B'bay
ADDERPORE	5,334	30th June	S'pore, P'ang, C'bo & B'bay
UDAN	6,696	9th July	M'les, London & Antwerp
ARNALA	9,098	12th July	M'les, London & Antwerp
ALWA	10,941	26th July	M'les, London & Antwerp
ANHA	8,092	9th Aug.	S'pore, P'ang, C'bo & B'bay
ALIA	6,813	22nd Aug.	M'les, London & Antwerp
ALUA	10,902	23rd Aug.	S'pore, P'ang, C'bo & B'bay
ALUA	6,854	30th Aug.	M'les, London & Antwerp
SARDINIA	6,684	4th Sept.	S'pore, P'ang, C'bo & B'bay
KALVAN	9,118	6th Sept.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
AKADA	6,949	30 May 1 p.m.	S'pore, Penang & Calcutta
AKADA	5,205	14th June	S'pore, Penang & Calcutta
AKADA	10,000	20th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
EASTERN	4,000	28 May noon	Manila, S'kan, Thursday Is.
ARAFURA	6,000	2nd July	Townsville, B'bane, Sydney
ST. ALBANS	4,500	30th July	Melbourne.

* EASTERN does not extend to Melbourne.
* Present connection from Australia with the following:-
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Branch service of steamers to London via the Cape.
The P. & O. Branch service of steamers to London via the Cape.
The P. & O. Branch service of steamers to London via the Cape.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
MOREA	10,911	30 May noon	Shanghai, Moji & Kobe
TALWA	10,000	2nd June	Shanghai & Kobe
KIDDERPORE	5,334	6th June	Shanghai & Kobe
ARAFURA	6,000	7th June	Shanghai, Moji & Kobe
KARMILA	9,098	13th June	Shanghai
SOUDAN	6,696	14th June	Shanghai

All dates are approximate and subject to alteration without notice.
Wireless on ALL STEAMERS.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
88, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
CARMARTHENSIRE	28th May.	GLENGARRY	3rd June.
CARNARVONSHIRE	12th June.		London, Rotterdam & Hamburg
GLENTARA	29th June.		

Movements are subject to change without notice.
For freight or further particulars please apply to:-
JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.
AGENTS
Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hongkong for M'la, S'kan, Thurs. Is. & A'lian Ports.
CHANGSHA	In port	28th May, at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

Agents.

HOLLAND EAST ASIA LINE

OF THE United Netherlands Navigation Company.



Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
Manila, Singapore

Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

HOMEWARD BOUND:

Steamers.	For	Sailing on or about
OUDEKERK	R'dam, A'dam, Hamburg, Bremen	End of June

OUTWARD BOUND:

S.S.	From Hongkong	Sailing
S.S. WESTERDIJK	due Hongkong	3rd June
S.S. OLDEKERK	"	1st July

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Agents. York Building.
Tel. Central No. 1574.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

S.S.	Tons	From Hong-kong (about)	Destination
YOKOHAMA MARU	Wednesday, 28th May at 11 a.m.
MARSEILLES, LONDON & ANTWERP	Wednesday, 4th June.
HAKONE MARU	Wednesday, 18th June.
HAMBURG via LONDON & ROTTERDAM.	Saturday, 14th June.
LIMA MARU	Sunday, 15th June.
LIVERPOOL via MARSEILLES & VALENCIA.	Sunday, 15th June.
TOYOHAKI MARU	Wednesday, 18th June at 11 a.m.
SYDNEY & MELBOURNE via Manila, &c.	Wednesday, 18th June.
TANGO MARU	Wednesday, 18th June.
YOSHINO-MARU	Friday, 13th June.
NEW YORK and/or BOSTON via PANAMA.	Friday, 13th June.
TOKAOKA MARU	First July.
BUENOS AIRES via Singapore, Durban & Cape Town.	First July.
KAWACHI MARU	Tuesday, 10th June.
BOMBAY via Singapore & Colombo.	Friday, 30th May.
TAMBA MARU	Monday, 9th June.
CALCUTTA via Singapore, Penang & Rangoon.	Thursday, 12th June.
MURORAN MARU	Saturday, 31st May.
BENGAL MARU	Sunday, 1st June.
NAGASAKI, KOBE & YOKOHAMA.	Tuesday, 3rd June.
YOSHINO-MARU	Tuesday, 3rd June.
SHANGHAI, KOBE & YOKOHAMA.	Tuesday, 3rd June.
TOYOHAKI MARU	Tuesday, 3rd June.
SADO MARU	Tuesday, 3rd June.
FUSHIMI MARU	Tuesday, 3rd June.

For further information apply to:-
NIPPON YUSEN KAISHA.
Y. TAMAMOTO, Manager.
Tel. Central Nos. 292, 293 & 2422.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOLTON CASTLE" Sailing on or about 3rd June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "NIPPON"	Sails about	3rd June.
S.S. "GERANIA"	Sails about	20th June.
S.S. "ROSANDRA"	Sails about	3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA"	Sails about	7th June.
S.S. "SILVIO PELLICO"	Sails about	4th July.
S.S. "NIPPON"	Sails about	8th July.
S.S. "ROSANDRA"	Sails about	7th Aug.
S.S. "NUMIDIA"	Sails about	Sails about

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sailing about 10th June.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

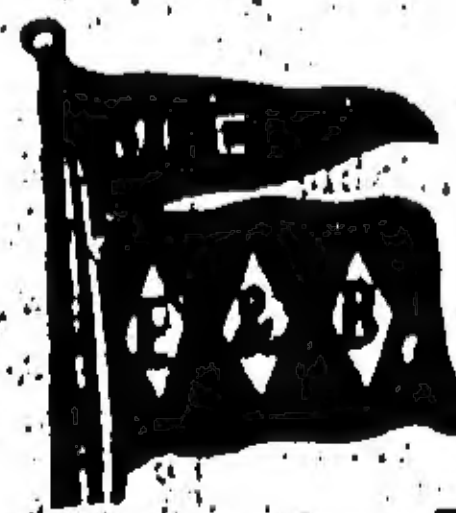
DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong

(Subject to alteration.)

City of Athens 13th June M'les, London, R'dam & Hamburg

PASSENGER SERVICE.

City of Lahore 26th Oct. Shanghai & Japan

City of Lahore 7th Dec. Marseilles, London, etc.

FARES TO LONDON.

Single 1st Class	A £92, B £84.	2nd Class	A £62, B £56.
Return 1st Class	A £161, B £147.	2nd Class	A £108, B £98.

Cargo Steamers Saloon Passage £82.

For further particulars apply to

HOLYOAK, MASSEY & CO., LTD. THE BANK LINE, LTD.

CANTON.

Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
T'AO via S'low & S'hai	Walshing	Wed. 28th May at 10 a.m.
TIENSIN	Cheongshing	Wed. 28th May at noon.
SHANGHAI	Lienhsing	Thurs. 29th May at 3 p.m.
STRAITS & Calcutta	Hosang	Thurs. 29th May at 3 p.m.
SHANGHAI	Yatsing	Fri. 30th May at 7 a.m.
KOBE via S'hai & Moji	Fooksang	Sat. 31st May at 7 a.m.
MANILA	Yuensang	Sat. 31st May at 11 a.m.
HAIPHONG via Hoihow Mingsang	Sun. 1st June at 10 a.m.	
BANGKOK via Swatow Hangsang	Tues. 2nd June at 10 a.m.	
T'AO via S'low & S'hai	Yusang	Wed. 4th June at 9 a.m.
SANDAKAN	Mausang	Sat. 7th June at 1 p.m.
MANILA via Amoy	Suisang	Sat. 7th June at 3 p.m.
HAIPHONG via Hoihow Leesang	Sun. 8th June at 10 a.m.	
KOBE via Shanghai	Kutsang	Wed. 11th June at 7 a.m.
BANGKOK via Hoihow Chunsang	Sat. 14th June at 10 a.m.	

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Thursday, 29th May at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haining	W. C. Passmore	TUES. 27th May at 5 p.m.
Haiphong	Ellis Walker	FRI. 30th May at 3 p.m.
Haiphong	W. S. Turnbull	TUES. 3rd June at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 5th June.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.F.M.) services to all destinations in the Netherlands East Indies.

Agents—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hong-kong & Japan	Pro. Sailings from Hong-kong & Japan
AMBOISE	24th Apr.	26th May.	22nd June.
CHANTILLY	8th May.	9th June.	6th July.
ANGERS	22nd May.	23rd June.	20th July.
PORTHOS	5th June.	7th July.	3rd Aug.
AMAZONE	19th June.	21st July.	17th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and free Doctor's attendance)
A Class } 1st Class £95.00 B. Class } 1st Class £83.00
Steamers } 2nd Class £68.00 Steamers } 2nd Class £60.00
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)
loading for Havre, Antwerp
S.S. and Dunkirk
S.S. "MIN" from Dunkirk, London, Havre is due to arrive about end June.

For full particulars apply to:

Messageries Maritimes Co.
3, Queen's Building.
TELEGRAPHIC REPRESENTATION.

CONSIGNEES.



The Steamship "PRES. MCKINLEY"

having arrived from Manila P. I., on May 26th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on May 30th, by the Company's Surveyors, Messrs. Anderson and Ash.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after June 2nd, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

Emergency Fleet Corporation, Agents, ADMIRAL ORIENTAL LINE, 4, Des Voeux Road, Hongkong, May, 26th, 1924.

NOTICE TO CONSIGNEES.**DOLLAR STEAMSHIP LINE.**

The Steamship "PRES. HARRISON"

having arrived from New York, via ports, on May, 26th, 1924, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on May 29th, 1924, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after June 2nd, 1924, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

DOLLAR STEAMSHIP LINE, 4, Des Voeux Road, Hongkong, May 27th, 1924.

OSAKA SHOSEN KAISHA.

From BREMEN, & HAMBURG via ANTWERP & SINGAPORE.

The Company's Steamship "AMUR MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed & placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 31st May, 1924, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. GOD

HOTELS.

THE HONGKONG
(HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.)
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS, LIMITED.
In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each Floor.

Tel. K.608 and K.609. Cable address: "KOWLOON, Hongkong."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address: "VICTORIA."
J. WITCHELL, Manager.

THE EUROPE HOTEL.

DANCING AFTER DINNER,
EVERY MONDAY, WEDNESDAY and SATURDAY.
TEA DANCES
TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).

THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

TO-DAY'S MISCELLANY.

There has appeared on the edge of the season a new dance, the five-step, which has interesting possibilities says a London journal. It is a dance with four steps, separate and distinct, which can be varied, as can fox-trot steps; and danced in 3/4 time, it has a rhythm of its own. The dance time is the simple one of one-two, one-two-three, which is the basic time of the fox-trot as it was originally created by the Vernon Castles. This new dance will not rival the fox-trot or squeeze the waltz from its narrow foothold on the dance programme of to-day. And this is because there are, at present, two types of new dances. One type aims definitely at replacing the fox-trot; it sets out to be something simpler, more delightful, and more catchy than even the universally popular fox-trot. All the dances in this category to date have not even gained a footing on dance programmes, and the dance bands have not even taken the trouble to play their accompanying music over in rehearsal. The second type has for its more modest objective the gaining of a place on the dance programmes where it may appear two or three times in an evening's dancing—a measure which people will dance, not because the music sets their shoulders swaying and heads nodding and feet tapping, but just because it affords a momentary and pleasant enough variation from the tyrannous fox-trot. The Blues is such a dance, and the new Five-Step may become one too.

It is not every day that a lowly worm can break into the headlines of newspapers, but such an animal, described as "spineless" and about an inch and a half long, has just occupied such a place at Philadelphia, and is the cause of a lawsuit against a restaurant for \$10,000. The worm is alleged to have appeared on a plate of food served to a customer of the restaurant. It is alleged to have shocked severely the man who had ordered the food, and now he is trying to collect \$10,000 from the restaurant for serving him a worm.

The restaurant is seeking to prove that the worm was on the inside of one of the beams on the customer's plate and that defendants cannot be expected to see the inside of all food which they serve.

Mr. Reid, the South African astronomer, who has just discovered a new comet, has now five comets to his credit. He discovered his first six years ago, during the war, which is a reminder that soon after the war broke out a colleague of Mr. Reid found a comet and duly cabled the news to the Astronomer Royal at Greenwich. The fact was verified and a cable sent to the head of an American observatory, giving, in code, details of its position in the sky. But the British Censor, like another who deleted the phrase, "The captain and the king's depart," was taking no chances, and all the American astronomer was permitted to know was that a comet had been discovered, "further details," it was added, "being forbidden for military reasons." Probably the Censor half suspected that the comet might be on a bomb-dropping expedition.

The sale at Sotheby's recently of rarities from the Britwell Library has produced a strange example of the fate of books. One of the lots was the only copy known of Henry Constable's "Diana: The Praises of his Mistress," 1592, Mr. Dring, of Quaritch's started the bidding at £1,000, and was the underbidder when Dr. Kosenbach called £2,700 for this slender booklet, containing 23 sonnets. A former and probably contemporary owner has written the price which he probably paid for it, "For 4d. on the title page, and all that is known of it for over two centuries or more is that it came into the possession of J. P. Collier, who described it in his "Bibliographical Account of Early English Literature," and who exchanged it for something else with Mr. Heber. At one of the Heber sales 90 years ago it was purchased by the founder of the Britwell Library for £9 12s. The unexpected total of £27,384 was realized by the present five days' sale at Sotheby's.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

Selling.		Buying.	
4 m/s. L/O.	2/4	4 m/s. L/O.	2/4
60 d/s. L/O.	2/4 1/2	60 d/s. L/O.	2/4 1/2
4 m/s. L/O.	2/4 1/2	4 m/s. L/O.	2/4 1/2
60 d/s. L/O.	2/4 1/2	60 d/s. L/O.	2/4 1/2
4 m/s. L/O.	2/4 1/2	4 m/s. L/O.	2/4 1/2
60 d/s. L/O.	2/4 1/2	60 d/s. L/O.	2/4 1/2
4 m/s. L/O.	2/4 1/2	4 m/s. L/O.	2/4 1/2
60 d/s. L/O.	2/4 1/2	60 d/s. L/O.	2/4 1/2
4 m/s. L/O.	2/4 1/2	4 m/s. L/O.	2/4 1/2
60 d/s. L/O.	2/4 1/2	60 d/s. L/O.	2/4 1/2

SUBSIDIARY COINS.

Quantity	Rate	Quantity	Rate
1000	1.00	1000	1.00
500	0.50	500	0.50
100	0.10	100	0.10
50	0.05	50	0.05
10	0.01	10	0.01

POST OFFICE NOTICES.

INWARD MAILS.

From	Per	Date
Hongkong	10	28th May
Shanghai	10	28th May
Swatow	10	28th May
Amoy	10	28th May
Hongkong	10	28th May
Shanghai	10	28th May
Swatow	10	28th May
Amoy	10	28th May

OUTWARD MAILS.

For	Per	Date
Hongkong	10	28th May
Shanghai	10	28th May
Swatow	10	28th May
Amoy	10	28th May
Hongkong	10	28th May
Shanghai	10	28th May
Swatow	10	28th May
Amoy	10	28th May

For	Per	Date
Hongkong	10	28th May
Shanghai	10	28th May
Swatow	10	28th May
Amoy	10	28th May
Hongkong	10	28th May
Shanghai	10	28th May
Swatow	10	28th May
Amoy	10	28th May

For	Per	Date
Hongkong	10	28th May
Shanghai	10	28th May
Swatow	10	28th May
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Shanghai	10	28th May
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Hongkong	10	28th May
Shanghai	10	28th May
Swatow	10	28th May
Amoy	10	28th May
Hongkong	10	28th May
Shanghai	10	28th May
Swatow	10	28th May
Amoy	10	28th May

PASSENGERS DEPARTED.

Per s.s. Dollar Steamship
Line's President Harrison.
Mrs. M. L. Aitken, Mr. John Sillar, Mr. J. E. Denmark, Mrs. M. P. Foster, Mr. Nelson C. Graham, Miss Anna Mayfield, Mr. Reginald Yarrow, Mr. H. J. Everall, Mr. & Mrs. M. Toth, Miss H. A. Walthers, Mr. A. H. Winn, Mr. & Mrs. D. Parker, Byron, Mr. Glenn Douel, Mrs. Glenn N. Douel, Mrs. M. H. Gutter, Mrs. Mathilde Hauser, Mr. W. H. Morrow, Mrs. H. B. Orpen Palmer, Master H. B. Orpen Palmer, Mr. A. A. Sprague, Mrs. R. A. Water, Mr. & Mrs. J. S. Carter, Mr. & Mrs. Gascon, Mr. U. Naroomal, Mr. G. Daruval, Mr. & Mrs. A. R. Elliott, Mr. W. Downie, Mr. F. M. Prince, Mr. F. A. Edmondson, Mr. A. A. Bollinger, Rev. Father Vogel.
Per A. O. L. Liner President McKinley.—Mr. E. C. Bogie, Mr. A. C. Tuoff, Miss Alvino Schmidt, Mr. D. E. Weidman, Mr. & Mrs. F. V. Walker, Mr. Chas. E. Casey, Mr. Harry T. Edward, Mr. Robert R. Hing, Mrs. B. M. Lauritzen, Mr. M. R. Wood, William Young, Mrs. A. B. Paddock, Mr. A. J. Hill, Mrs. H. S. Komor, Mr. A. T. Jordan, Miss Jordan, Mr. R. M. Johnson, Miss D. H. H. Edgar, Mr. O. F. Ellis, Master S. Edgar, Mr. O. F. De Carvalho, Mr. R. Schuma, Mr. L. Felberbaum, Mr. M.

WEATHER REPORT.

May 23d. 11h. 43m.—Pressure has increased considerably over N. Japan, other changes are slightly; it remains highest over N. China and to the S.E. of the Bonin Islands.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 28.73 inches, against an average of 21.92 inches.
FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.
District. Forecast.
1 Formosa Channel. Variable winds, moderate.
2 South coast of China between H.K. & Lamooks. E. winds, moderate; cloudy, rain.
3 H'kong to Gap Road. E. winds, moderate; cloudy, rain.
4 South coast of China between H.K. & Hainan. T. F. CLAXTON, Director.
Hongkong, May 23.
H. Dodge, Mr. P. C. Kwan, Mr. S. Jespersen, Mr. E. Willehor, Miss G. Bulger, Miss Eva Govett, Lieut. Kinworth, Mr. Elkus, Mr. N. O. Noah, Mr. & Mrs. G. E. Mallison, Mrs. G. E. Brumby, Mr. E. De Souza, Dr. J. L. Maxwell, Mr. W. M. Barber.

SIR HARRY POLAND'S MISFIT.

Measured in a Chair.

To the reminiscences of Sir Harry Poland a correspondent of *Men's wear* adds the following supplementary story, which went the round of the Bar when Sir Harry was practising—
He lived then with his sister, who one day complained about the fit of his clothes. He said he thought them of a leading tailor and could do no more. His sister, not to be daunted, said she would call and see the tailor, which she did, and asked if her brother could not be supplied with better fitting clothes.
The tailor explained that their customer insisted upon sitting to be fitted, and they could not be expected to give him a better fit. Back went the lady to her brother and said she had found out the reason for his ill-fitting clothes, and she was sorry for the tailor.
"Well," said Sir Harry, "I spend three parts of my life sitting in Court. Why should I not be fitted for my clothes sitting? And he always was."

ROMAN FOLKESTONE.

Remains Found in Cliff.

Excavations carried out on East Cliff, Folkestone, by Mr. S. Wimbold, archaeologist, have revealed, in the course of a few days, the presence of many Roman remains. The walls of a Roman building have been found about a foot below the surface. They are in a splendid state of preservation and are about two feet thick. Walls of another building were found later.
Mr. Wimbold cannot yet state definitely whether these buildings were villas or a part of the military camp.
ROMAN ROAD NEXT?
In the face of the cliff is a very thick Roman wall, revealed by a part of the cliff having fallen. It is hoped that the Roman road will be discovered. Amongst the relics identified are—
No. 33 Samian and No. 18 Samian tile ware.
A Samian base coin of Constantine (307 to 337).
A reeded handle, with three grooves, probably belonging to an amphora.
Black pottery, bronze, fibula brooch, black cooking bowl, Roman oyster shells, and a late Celtic pot, with impressed dots.

THE WRONG GIRL.

"Costume Plays," and Costumes.

A photograph which wrongly described an actress was the subject of a libel action brought by Miss Christina Purves Beattie, known on the stage as Zoo Gordon.
Announcing a settlement in the King's Bench Division last month, Sir Edward Marshall Hall, K. C., or Miss Beattie, said the libel was in respect of a picture which appeared in the *Tatler*.
The unfortunate part about it continued, counsel, was that it described the lady whose portrait was depicted as being the plaintiff and as being a member of the "Midnight Follies." Although the lady whose portrait it was was very attractive, unfortunately she wore very little clothes.
Lord Chief Justice: I am surprised you should ask me to look at it. (Laughter.)
"Sir Edward said in the case of 'The Midnight Follies' the performers mixed with the audience. The seriousness of the case lay in the fact that a number of letters were received by the plaintiff. The picture had caused a good deal of consternation among her relatives.
Miss Beattie desired to appear in legitimate drama and not in costume plays.
His Lordship: Are costume plays those where people do not wear costumes? (Laughter.)
The defendants, the *Sphere* and *Tatler*, Ltd., and Eyre and Spottiswood, Ltd., had published a withdrawal and expressed regret, said Sir Edward. He wished to state publicly that Miss Beattie had never been a member of "The Midnight Follies," and had never allowed herself to be photographed in a costume such as that shown in the paper.

BIG FILM MERGER.

The impending merger of cinematograph companies, with a combined capitalisation of \$300,000,000 (£130,000,000), into a

AMUSEMENTS.

THE CORONET

To-day Only
at 2.30, 5.15, 7.15 & 9.15

NORMA TALMADGE

"The Wonderful Thing"

THE STAR

To-day Only
at 5.30 & 9.15 p.m.

Billie Burke

Away Goes Prudence

WORLD THEATRE

The Coolest Picture House in The Colony.

DES VŒUX ROAD, CENTRAL.

To-day at 5.15 & 9.15 p.m.

A PICTURE OF SUPER-FLAPPERS & NEW YORK'S DAZZLING NIGHT LIFE.

MARIE PREVOST

Warner Bros.

Classic of the Screen

"The BEAUTIFUL and DAMNED"

PATHE BRITISH GAZETTE & OUT OF INKWEEL COMEDY

QUEEN'S THEATRE

Pleasure House De-Luxe

Commencing, 27th. to 29th. May

at 5.15 & 9.15 p.m.

MAE MARSH

IN

"The Face in the Dark"

at 2.30 & 7.15 p.m.

Bride "13"

Epis. 7 & 8

USUAL PRICES

BOOKING AT THEATRE

company, to be called the Metro-Goldwyn Corporation, is announced. Included in the combination are the Metropolitan Pictures, the Goldwyn Pictures, and the Louis B. Mayer Company. Mr. Marcus Loew, who controls the Metropolitan Company, is the leading spirit in the enterprise. Through one of his organizations, Loew's Incorporated, he controls, or is affiliated with, 50 theatre companies and about 500 theatres in the United States and Canada.

SAVARESSE'S Santal Capsules

The best internal treatment. So made that the antiseptic is not freed by the digestive juices. No nausea can result. Physicians recommend them. From all Chemists.

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